FEBRUARY 25, 1946
VOLUME 8, NUMBER 4

world WEEK

teachers edition

THE WORLD SHRINKS AGAIN

A 40-Minute Lesson Plan

Key Topics for Discussion

1. How developments in transportation have changed our concepts of time, distance and direction.

2. The influence of improved transportation upon traditional ideas of national boundaries, sovereign rights over land and sea, international relations.

Key Questions

1. Discuss the early modes of transportation. Why was travel by water confined to rivers and coastal routes? (Lack of accurate navigation instruments, unseaworthy craft.) Why do you suppose the Romans put such emphasis on good road building? (To maintain empire control.) What important invention made travel by wagon possible? (The wheel, which was invented by the Hindus.)

2. Why was the railroad so well suited to U. S. transportation problems in the 19th century? (Vast distances, primitive roads.) When did America achieve coast-to-coast rail transport? (1869, when Union Pacific and Central Pacific met up.)

3. How did industry convert the automobile from an expensive curiosity to an everyday necessity? (Mass production.)

4. Compare train and road route maps; show fundamental differences from air travel, which needs landing fields but can disregard boundaries, terrain, fixed routes. On a globe, compare air, land and water routes from your town to points around the world. (Use string for measuring.)

5. Let members of the class imagine that they are directors of a new airways company. They plan to schedule passenger and freight routes from their home towns to far points on the globe (*e.g.*, Teheran, Addis Ababa, Shanghai, Moscow, Rome, Calcutta). They will need foreign landing fields and commercial rights. What have they to offer in exchange for a right to these and to make up for their competition with local lines?

Using globe and string measurer trace the various routes by which you might fly.

Over what countries will you pass? At what important cities might you stop to discharge passengers or to refuel? Should each nation have the right to control air travel over its own land? Or only up to a certain height? (cf. the ten-mile limit at sea.) Should international airways be under the jurisdiction of the UNO? (Modern bombers can fly 3,000 miles non-stop at 400 miles an hour. Scientists expect that within ten years they will be able to fly non-stop and return to any spot on earth.) Should state departments negotiate air treaties, or should this be left to individual companies?

Questions — Materials — Activities

U. S. NAVAL ACADEMY (p. 5)

Questions for Rapid Check:

1. In what war did Naval Academy graduates first serve? (The Mexican War.)

2. Name some of the famous Annapolis graduates mentioned in the article. (Dewey, Sampson, Evans, Byrd, Nimitz, Halsey, Spruance, Mitscher, Hewitt, Fitch.)

3. What two projects does Admiral Fitch advocate for the Academy? (Expansion of the Academy at Annapolis, establishment of a department of aeronautics.)

4. What was Fitch's wartime job? (Commander of U. S. aircraft in South Pacific theater.)

For Discussion:

1. Admiral Fitch feels that setting up a West Coast Naval Academy would be a harmful break with tradition. Do you agree? What is the importance of tradition?

2. What do you think of Annapolis men's slang or jargon? Do you know any of the West Point equivalents? Have you any of your own?

3. Do you think it would be advisable to have all appointments to the Academy made by competitive examination?

4. Should Congress establish a department of aeronautics at the Academy, or would it be better to have a separate air force academy?

5. Do you think that the creation of the atomic bomb has made it more or less important that we have a large professional navy?

For Research:

Read up about the traditions of the Academy, the daily life of midshipmen there, the sort of subjects they study. Have most of America's naval heroes been Annapolis grads?

For Further Reference:

A Short History of the Army and Navy, by Fletcher Pratt, Bantam Books, 1107 Broadway, New York City, N. Y., 25c.

U. S. Naval Academy Guide, by the Maryland Writers Program, Devin-Adair Co., 23 East 26th Street, New York 10, $2.00.

EGYPT (pp. 8, 9)

Questions for Rapid Check:

1. What is Egypt's largest crop? (Onions.)
2. What is an Egyptian "fellah"? (A peasant.)
3. Name the two chief export crops. (Sugar, cotton.)
4. About what proportion of Egyptian land is cultivatable? (3 per cent.)

COMING NEXT WEEK

March 4, 1946

New Start for France: New President Gouin Faces Stiff Reconstruction Problems Backed by an Unsteady Political Coalition.

The Income Tax: As March 15 Deadline Approaches, Millions Must File Returns with Federal Government.

Chile: South America's "Shoestring" Country is a Rich Mineral Source – a Know Your World Feature.

Turning Points in World History: Simon Bolivar.

Builders of America: Robert Fulton.

"Secret Cargo," another installment of Howard Pease's Adventure Story.

5. To what religion do the majority of Egyptians belong? (Moslem.)

For Discussion:

1. Why is the land along the Nile so fertile when the surrounding territory is desert? (Seasonal floods.) Do you think that greater industrialization of the Nile valley would raise the standard of living?

2. Describe the primitive irrigation system used by Egyptian peasants to water their crops.

3. Why did the Nile play such an important role in the history of ancient times?

Activities:

On a map of the world, note that the Nile river flows north. How many other important rivers flow in this direction? How does the Nile compare in size with the Mississippi, the Rhine, the Danube?

Life for the Egyptian peasant has changed little since Bible days. Can you find Biblical passages which illustrate this statement?

With the aid of the *World Almanac* or other reference, find out something about the present government and political status of Egypt. Is Egypt a member of the UNO?

For Further Reference:

The Nile, by Emil Ludwig, Garden City Publishing Co., 14 West 49th Street, New York 20.

TILL THE FIRE IS OUT (p. 13)

Questions for Rapid Check:

1. To what island was Napoleon sent on his first banishment? (Elba.)

2. In what battle was Napoleon finally defeated? (Waterloo.)

3. Where was Napoleon born? (Corsica.)

For Discussion:

"A good fireman stays till the fire is out." How does this lesson apply to present day international affairs?

UNO . . . ROBUST YOUNGSTER (pp. 6, 7)

Questions for Rapid Check:

1. Who was elected Assembly President? (Spaak.)

2. Name the six non-permanent members of the Security Council. (Australia, Brazil, Poland, Egypt, Mexico, Netherlands.)

3. How many nations are on the Economic Council? (18.)

4. Name the Security Council's Secretary-General. (Lie.)

5. What compromise was reached in the Iranian problem? (Russia and Iran to resume negotiations, Council reserving right to request information and pass on results.)

For Discussion:

What fundamental clashes underlie the disagreements in the UNO? (Small powers vs. big, eastern Europe vs. western democracies, Russia vs. Britain.) Compare these differences with those threatening our own nation before the Constitution was finally ratified. How were these differences resolved?

Do you think it is a good or a bad idea for UNO meetings to be open to the press? Why?

OPERATION CROSSROADS (pp. 3, 4)

Questions for Rapid Check:

1. What are the purposes of "Operation Crossroads"? (To study effects of the atom bomb on naval vessels, military installations and equipment; to train men in its use.)

2. What three methods of bombing will be tried? (Explosions timed to occur above the fleet, at the surface, and below the surface.)

3. How will the action be photographed? (Robot planes.)

4. What sort of suits will protect observers? (Lead.)

5. Where will the tests occur? (Bikini Atoll.)

For Discussion:

1. Should representatives of other United Nations be allowed to view the tests?

2. Since the United Nations hope to outlaw the use of atomic bombs in warfare, why is it necessary to make the tests at all?

For Research:

1. Many of the "guinea pig" ships have names familiar to us from wartime headlines. How much can you discover of their fighting experiences?

2. How do naval craft get their names? How do you know from their names alone, that the *Arkansas* is a battleship, or the *Salt Lake City* a cruiser?

For Further Reference:

Atomic Energy for Military Purposes, by Henry D. Smyth, Princeton University Press, 1945, paper, $1.25.

The Atomic Age Opens, Pocket Books, 25c.

"Navies Are Finished," by Maj. Alexander P. de Seversky, *American Mercury*, February, 1946, p. 135.

The Atom Bomb (*You and World Peace*, No. 3), D. H. Ahrend Co., 52 Duane St., New York 7, N. Y.

Atomic Energy in War and Peace, by Gessner G. Hawley and Sigmund W. Leifson, Reinhold Publishing Corp., 330 West 42nd Street, New York, N. Y., $2.50.

Key to "Quiz Yourself"

I. 1-Fulton; 2-Watt; 3-Stephenson; 4-Selden; 5-Ford; 6-Wright; 7-Nebuchadnezzar; 8-Magellan.

II. 1-c 2-a, 3-b, 4-a, 5-c, 6-d.

III. 1-c, 2-b, 3-c, 4-a, 5-a, 6-b, 7-b.

WORLD WEEK published weekly, September through May inclusive except during school holidays at Christmas and Mid-year. Entered as second-class matter at Post Office at Dayton, O., under Act of March 3, 1879. Contents copyright, 1946, by Scholastic Corporation. SUBSCRIPTION PRICES: for two or more copies to one address, 80c a school year each (32 issues) or 40c a semester each (16 issues); single subscription, $1.25 a school year. Single copy 10 cents. Office of publication, St., Dayton 1, Ohio.

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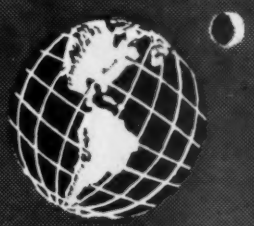
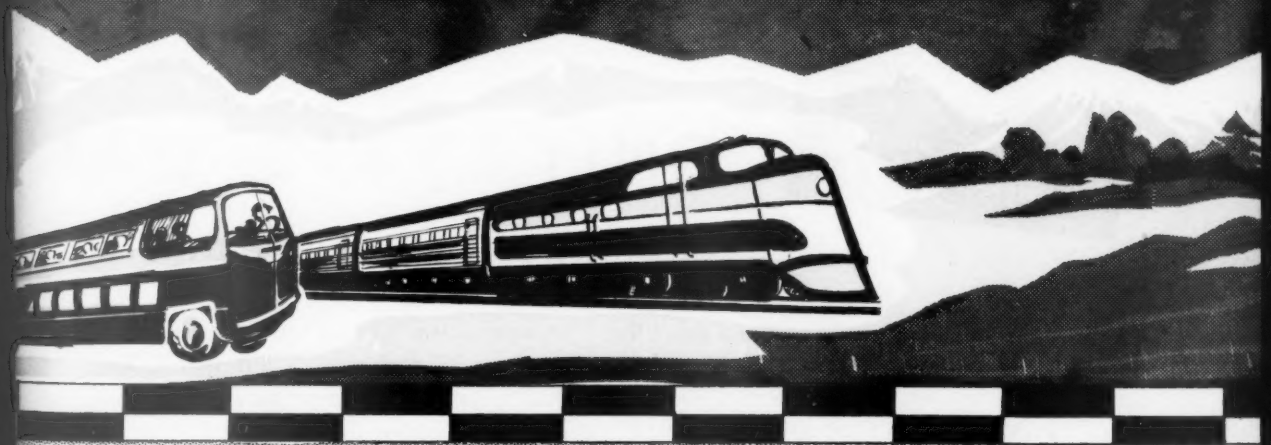




SPECIAL FEATURES on TRANSPORTATION

VOL. 8, NO. 4 FEBRUARY 25, 1946

Scenes like this are typical of the Lincoln Highway and Pike's Peak Highway

ONLY BY HIGHWAY

you meet the real America!

There's just one way to know and enjoy the magnificent Country in which you live. That's to see it close up, face to face—within handclasp range of its friendly people—in the very shadow of its trees and mountains. That way is the *Highway.*

Greyhound alone serves nearly all the famous Highways of the United States and Canada, and Greyhound covers 75,000 miles of motorways *at a lower cost than any other type of transportation.* Aboard a Greyhound there are no traffic problems . . . but there is deep-cushioned chair comfort which makes it easy to relax and enjoy the passing scene.

Along routes that reveal the distinctive local color of each community, State, and region, Greyhound takes you out to meet the real America . . . an experience you'll find *Only by Highway.*

GREYHOUND

ATOM BOMB vs NAVY

U. S. Navy photo

The battleship *Pennsylvania* will be one of the heavy warships which will be guinea pigs for atom bomb explosions.

Tests in Pacific May Decide Future of Navy

AN atomic bomb explosion – the fourth in history – will shatter the quiet of an isolated ring of islands in the Pacific Ocean this May. Along with two further explosions planned for later on, it will make up Uncle Sam's "Operation Crossroads."

On the appointed day, a B-29 Superfortress will fly high above the 21 tiny islets which make up the Bikini Atoll in the Marshall Islands. From its bomb bay will drop the atomic missile, the first to be released in peacetime. Its target will be 97 warships, including famous battleships of the United States, German and Japanese fleets. How will these ships stand up to the atomic blast?

That is what this three-part outdoor laboratory experiment is to establish. The name "Crossroads" was chosen for a good reason. The U. S. Navy – and naval powers throughout the world – has reached an important crossroads. Has the atomic bomb made battleships useless? Would our ships be defenseless against an enemy equipped with atomic weapons? Or is it still possible to strengthen our Navy and make it serve usefully in an atomic age?

We already know some of the powers of the atomic bomb. Our knowledge goes back to last spring, when the first A-bomb was exploded in the New Mexico desert. Then came the devastating raids on Hiroshima and Nagasaki. Bombs number 2 and 3 proved their effectiveness in concentrated, heavily populated areas.

But the atomic bomb's effect at sea is still to be measured. "Operation Crossroads" will test how a naval fleet spread over hundreds of miles will withstand the bomb. On the results depends the future of our Navy. Preparations on a vast scale are being made to insure the most accurate and complete conclusions. Twenty thousand men will be directly involved in planning and carrying out the tests.

Vice Admiral William Henry Purnell Blandy will direct the whole operation. Joint Task Force One is the name assigned to his staff which is made up of Army, Navy and Air Force leaders and civilian scientists. This is how they have planned their work:

In the first test, which will take place in May, the atomic bomb will be timed to explode several hundred feet above the ocean's surface. Experts believe that the ships directly underneath the blast will be sunk. Those anchored nearby will be badly shaken. But it is likely that most of the ships will stand up to the explosion.

The second bomb will be dropped on July 1. This time the bomb will burst as it hits the surface of the water. More damage will be done this time. Water displaced by the explosion may cause a tidal wave 100 feet high. This in itself may overturn many of the ships.

Experts hesitate even to guess what will happen in the third act of "Operation Crossroads." It is scheduled for some time in 1947. This third atomic bomb will be exploded far below the ocean's surface. Will whole areas of the sea flash into scalding steam? Will deep-sea water pressures combined with atomic force collapse the hulls of submarines and surface ships?

This test has been delayed until next year because of "technical difficulties." Instruments to record the underwater effects must first be devised and constructed.

Some of the submarines in the target area will be partly submerged. The others will be entirely under water. Decks of the target ships will be loaded with Army ground equipment such as tanks, ammunition, rations and clothing. There will be small landing craft drawn up on the coral beaches of Bikini Atoll.

What happens to this equipment will help the Army in planning its future supplies and installations. This is one of the secondary purposes of "Crossroads." Another object of the tests is to train our Air Force men in attacking ships with atomic bombs.

Acme

Admiral Blandy

Included in the target fleet will be four of our oldest and best known battleships – the *Arkansas*, the *New York*, the *Nevada*, and the *Pennsylvania*. With them will be two heavy cruisers, the *Pensacola* and the *Salt Lake City*, and the aircraft carrier, *Saratoga*. Other atomic bomb victims will be the German heavy cruiser *Prinz Eugen*, the Japanese light cruiser *Sakawa*, and the Jap battleship *Nagato*.

In addition to the target ships, 50 more vessels will be used to transport equipment to the area and to remove the crews from the guinea pig ships before the bombs are dropped. Admiral Blandy will direct this fleet from his flagship, the *Mount McKinley*.

The lagoon (or lake) inside the ring of islands where the target ships will be anchored will hardly resemble the "Sleepy Lagoon" of the popular song. Instead of breezes, swaying trees and other romantic elements, this lagoon will be aswarm with "drones." These are robot planes, unmanned and radio-controlled. They will be directed into the explosion areas to take photographs with automatic cameras. Other robot planes will carry instruments to measure blast effects from various aerial distances.

Automatic Cameras to Record Explosions

Heavily shielded shelters are being built on the islands surrounding the lagoon. Automatic motion-picture cameras will be placed in them to record the explosions. How near the closest human eye will be is not yet known.

You will be able to see the performance through the eyes of reporters, radio commentators and magazine writers. About 125 to 140 newspaper men will be permitted to view the spectacle.

Other observers will be stationed in dugouts and concrete fortifications built on nearby islands. They will wear leaded suits and will have other secret safety gear. This equipment will protect them from the radioactive rays resulting from the explosion. Scientists are uncertain as to how much real danger there is in these rays. Radioactive rays are beams of electric energy released by atomic explosion.

It will be necessary to evacuate the 160 natives who now make their homes on Bikini Atoll. Several hundred natives who live on Eniwetok Atoll 170 miles away will also be moved. Some effects of the bomb may reach even that far. Experts believe that danger from radioactive rays will eventually disappear. At that time, the islanders will be permitted to return to their homes.

These are the plans worked out by Admiral Blandy and his staff for "Operation Crossroads." But these tests cannot be made in the usually quiet, unnoticed surroundings of a scientific laboratory. The atomic bomb is too powerful, too dangerous a development to avoid creating wide interest.

Many questions, from politicians, diplomats, commentators and John Public, have already come up. Should the test results be kept secret? Should the United States invite United Nations representatives to be present? Are we creating world suspicion by further tests of the atomic bomb?

For the present, the Government is not telling what it knows about the atomic bomb manufacturing process. Until the United Nations Atomic Energy Commission works out strong international controls, we intend to keep this secret.

The *Army and Navy Journal*, an unofficial military magazine, strongly approves this policy of secrecy. We are doing the pioneer work in atomic bomb testing, says the *Journal*. We will learn valuable lessons in national defense as a result. We should closely guard this knowledge. With such a strong defense, "no aggressor nation would dare to embark upon war against us."

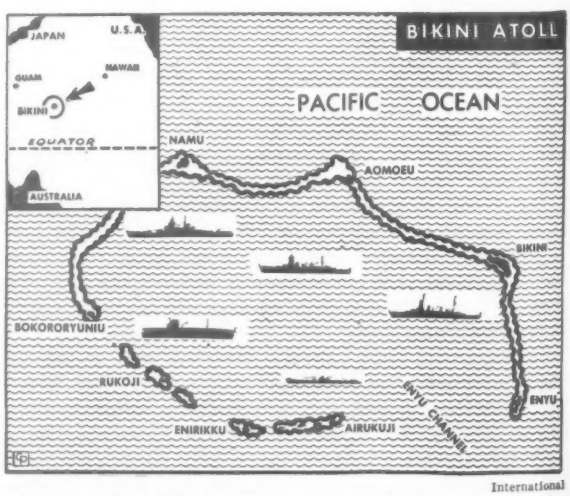
President Truman and Secretary of State Byrnes take a more moderate stand. In the interests of world good will, they believe that members of the UNO Atomic Energy Commission should be invited as observers.

These representatives from Russia, China, Britain, France and other countries would carry back to their homes a vivid impression of atomic power. It would make them more determined than ever to find ways to enforce world peace.

Senator Scott Lucas has brought up this question: Should we have the test at all? "If we are to outlaw the use of the atomic bomb for military purposes, why should we be making plans to display atomic power as an instrument of destruction?"

Other leaders also doubt the wisdom of "Crossroads." They believe that our allies may become suspicious of us. How would most Americans feel, they ask, if Russia or Britain carried out these experiments without consulting us?

Despite all these questions, Navy and Army officials are convinced that the knowledge to be gained from "Crossroads" is necessary to our national defense. The results may mean the end of naval power as we know it today. In the meantime, construction of new ships is being slowed down. To be best equipped for the Atomic Age, the Navy must wait for the latest news from Bikini Atoll when "Operation Crossroads" is concluded.



International

Bikini Atoll is 2,154 miles from the Hawaiian Islands. Ships to be bombed will be anchored inside the atoll.

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By CREIGHTON J. HILL
Our Washington Correspondent

100 years of Annapolis

A few months ago, the United States Naval Academy celebrated its 100th anniversary. During those hundred years, Annapolis became the largest and most celebrated institution of its kind in the world. It has sent its graduates to serve in the five wars in which our nation has participated.

The Naval Academy is today on the threshold of a change as revolutionary as the Navy's shift from sail to steam. It is the change from sea to air. An air arm of top flight strength will be an integral unit of the nation's armada of fighting ships.

The new superintendent in charge of the Naval Academy served during the war as commander of our aircraft in the South Pacific theater. He is Vice Admiral Aubrey W. Fitch, who came out of the Academy in 1906. He has pledged to indoctrinate every midshipman with a basic understanding of the science of aeronautics.

Admiral Fitch's second project is the expansion of the Academy itself – only he wants to expand it at Annapolis. It has been suggested that a second Naval Academy be set up on the West Coast. Admiral Fitch feels that such a step would be like splitting Harvard or Yale into two segments in separate parts of the country.

To Double Size of Enrollment

Meanwhile, efforts to double the size of the Academy from its present enrollment of 3,000 to 6,000 are afoot. Under this proposed plan, appointments would be made as at present. But there would be at least four nominations (instead of one) for each appointment each year, and the Navy would make the final choice.

At present each of the 436 representatives in Congress and each of the 96 senators may make five Academy appointments. In addition, the Vice President may name five, twenty-five are appointed at large and five are appointed from the District of Columbia. These last two groups are named by the President. The law also authorizes the appointment of 100 enlisted men each year (Army, Navy, and Marine Corps) to be selected by competitive examination.

The appointments of the 25 midshipmen at large are given by the President to the sons of officers and enlisted men of the regular Army, Navy, and Marine Corps. These men, owing to their duties, are unable to establish permanent residence. They are thus not in a position to secure nominations for their sons from senators or representatives.

There has been a definite trend away from direct Congressional appointment. In earlier years, a senator or representative exercised his right to choose any young man he wished as a candidate for admission to the Academy. Of course the applicant has to pass the usual entrance examination at Annapolis – but this was usually not too difficult.

Harris-Ewing

Bancroft Hall, Annapolis, is world's largest dorm. These Middies are getting ready for week-end "hop."

In recent years most congressmen have held competitive examinations – mostly under Civil Service control – which any qualified young man in the congressman's district might take. This has avoided favoritism.

The life of the midshipmen at the Academy, while one of Spartan discipline and training, is colorful. Over the years they have developed a language of their own of which they are quite proud. It is a jargon that bewilders the casual visitor.

The midshipman's girl who comes to Annapolis for a hop is his "drag," and if he is off with her for an afternoon he is "draggin'." Annapolis City is Crabtown, and a girl who is a resident of the city is a "crab." "Skinny" is the course given in chemistry and physics, and the courses given by the dignified Department of English, History, and Government are affectionately and collectively known as "bull."

Fighting is of course forbidden but there are occasions when even well-disciplined midshipmen allow their tempers to flare. Here is an anecdote that illustrates the Academy tradition against the slightest prevarication. A midshipman with a black eye and a generally ruffled appearance sought the doctor in the sick bay. "What happened to you?" inquired the genial man of medicine. "I might have run into a post, sir," replied the young man. "Come right in," answered the doctor heartily. "The post is already here ahead of you."

Talking in ranks is also forbidden. An officer queried a midshipman, "Did I just hear you talking in ranks?"

"I sincerely hope not, sir," was the earnest reply.

UNO . . .

THAT child-wonder of the age, the infant UNO, proved to be a bouncing baby. It has already learned to walk and talk, but to the amazement of its nursemaids, it has still to cut its teeth. Robust in health, the youngster has survived attacks of Iranian "measles" and Greco-Indonesian "chicken pox." Many rough hands have rocked its cradle but the kid is tough.

Unlike the late League of Nations, the young UNO is facing its crises early in life. That its frail body was able to withstand them holds definite promise of a long life. Clearly, the Calamity Janes were wrong. But neither were the Hopeful Pollyannas right. In all truth, the UNO is not yet a giant-slayer.

To appraise its actual strength, let us review the UNO's brief biography to date. The first session of the General Assembly has now passed into history. It was not a mutual admiration meeting. Despite intentions to limit it to purely organizational matters, it could not be held within those bounds. By the time the session was over, major international disputes had been publicly aired.

What Was Planned and What Actually Happened

How far the London meeting strayed from its original plans may be judged by a study of the official agenda (order of business). As suggested by the Preparatory Commission, the first session of the General Assembly was to set up house. The proposed agenda listed 21 items. They dealt mainly with routine problems such as establishment of committees and election of officers.

That is all that was *planned* for that session. Now let us see what *actually happened*. No sooner were the formal pleasantries exchanged at the opening meeting, when "unscheduled" issues started to crop up. Before long, diplomatic dignity was thrown to the winds as the delegates engaged in a series of forensic fisticuffs.

All this "heat" was undoubtedly due to the presence of the press. It encouraged the small fry in the family of nations to speak up. It also made the major powers mindful of public opinion. This time the Big Three were exposed to the light of publicity. They were playing before an audience. That made a difference.

The delegates were split three ways. There were these basic clashes of interest: (1) small powers versus big powers; (2) eastern Europe versus western democracies; and (3) Russia versus Britain.

We are now ready for a play by play account of the first session. To keep the score straight, it must be remembered that Poland, Czechoslovakia, the Balkans (except Greece) and partially Norway are in the so-called Russian orbit. The western European countries are in the British orbit. The American nations are neutral.

Security Council, most powerful body of UNO, has chief responsibility for maintaining international peace.
UNIO

Election of officers. The Presidency of the Assembly – a post carrying more prestige than actual power – went to the Belgian Foreign Minister, Paul-Henri Spaak, who was supported by Britain. He won on a secret ballot, 28 to 23. His only opponent was Trygve Lie, Norway's Foreign Minister, who was strongly backed by the Soviet Union.

Security Council. The Big Five are permanent members on this most powerful organ of the UNO. To join them, the following six non-permanent members were elected: Australia, Brazil and Poland for two-year terms; and Egypt, Mexico and the Netherlands for one-year terms. Russia, which wanted Norway also elected, sought to postpone the elections. The U. S. and British delegates opposed the move.

Economic and Social Council. Those elected to this 18-member body were: the Big Five; five American nations (Canada, Chile, Peru, Colombia and Cuba); six European nations (Norway, Belgium, Czechoslovakia, Ukraine, Greece and Yugoslavia); Lebanon for the Middle East; and India.

Atomic Energy Commission. In one of the rare instances of complete unanimity, the General Assembly by unanimous vote approved the creation of a commission to study the control of atomic energy.

Secretary-General. After a two-week deadlock in the

The Roanoke Times

She wanted work . . .

. . . and she got it!

Security Council, Norway's Foreign Minister, Trygve Lie, was finally chosen for this highest post in the UNO. Britain and the U. S. had originally supported Lester B. Pearson, Canadian Ambassador to Washington, against Russian candidates from eastern European countries. Because of the veto power enjoyed by each of the Big Five, the selection had to be unanimous. A compromise was reached. Lie was known to be acceptable to the Russians and he proved "not unacceptable" to the British.

Iran. The first bombshell to shatter the surface harmony at the UNO exploded when little Iran formally appealed to the Security Council to investigate Russian "interference" in Iran's "internal affairs." The Soviet delegate, Andrei Vishinsky, maintained that the Security Council had no authority to deal with this case since the Russo-Iranian dispute did not in his opinion endanger world security.

During clash over Iran and Greece, Stettinius (center) explained point to Vishinsky (left). Bevin is on right.

International News

Robust Youngster

Survives exciting events and shows promise of long life

After several days of bitter bickering, a compromise was reached. The Council by unanimous vote ordered Russia and Iran to resume direct negotiations. But the Council reserved the right to "request information on the progress" of the talks and to judge the results achieved.

Greece and Indonesia. Stung by Iran's complaint, the Soviet Union struck back with a double-barreled charge against Britain. It asserted that "the presence of British troops" in Greece and Indonesia constituted "a danger to peace." This brought a counter-charge from British Foreign Secretary Ernest Bevin that the real danger to the peace of the world today was Moscow and its Communist propaganda.

Bevin declared that British forces were in Greece with the consent of the Greek government to insure free elections. As tempers rose to the boiling point, a compromise suggested by American delegate Stettinius was worked out. Under this compromise, Vishinsky agreed not to press his charges that British troops in Greece presented a menace to peace. In the same manner, Bevin offered to retract his demand that the Security Council issue a formal declaration acquitting Britain of Russia's charges.

The Soviet Ukrainian delegate, Manuilsky, then charged that the British were up to no good in Indonesia. This was too much for Bevin. "I give you the lie," he shouted at the Ukrainian, "that we ever attacked the Indonesian [national] movement. All the facts are against you." He explained that British troops entered Indonesia by order of the Joint Chiefs of Staff. They were there to rescue 250,000 internees and to disarm the Japanese forces. British troops did not fire a shot until they were attacked by extreme Indonesian nationalists.

Meanwhile, Syria and Lebanon appealed to the Security Council to recommend "the total and simultaneous evacuation" from the Levant of the French and British troops stationed there.

The issue of trusteeship also came up. Britain announced that it will place its mandated territories in Africa under UNO trusteeship. To Trans-Jordan, the British promised early independence. Palestine must await the Anglo-American Inquiry report. Australia, New Zealand and Belgium also offered to transfer some of their mandated areas to the Trusteeship Council. The future status of the Pacific islands taken from Japan by the Americans is still to be decided.

Another routine "item" on the agenda was the election of 15 judges to the International Court of Justice. Green H. Hackworth, legal adviser to Secretary of State Brynes, was among those elected to the tribunal.

Press Assn.

Spaak (right), Assembly President, greets Lie, Secretary General. Gladwyn Jebb, Executive Secretary, looks on.

Finally, there was the matter of selecting a site for the permanent headquarters of the UNO. The seven-man inspection committee officially recommended the North Stamford-Greenwich area, in New York's Westchester County and Connecticut's Fairfield County. It named New York City as its primary choice for an interim world capital.

This sums up the first session of the General Assembly. The next session will be held in September in the United States.

What has the UNO accomplished at its first meeting? It has created a tribunal where all nations – small and large – can air their disputes.

British Combine

Sailboats like these have carried freight up and down the Nile River for centuries. They are called *feluccas*.

EGYPT

A LAND OF ANCIENT CIVILIZATION STILL STRUGGLING WITH POVERTY

CAIRO, Egypt's capital, is one of the great cities of the East. American automobiles go purring down its broad avenues lined with modernistic homes and stores. On its busy streets a visitor with a knowledge of many languages could recognize Greek, Italian, Spanish, French, Armenian, and English, in addition to Arabic, the language of Egypt.

If our visitor sat down in one of Cairo's open air cafes to sip some very sweet, thick, Egyptian coffee, he would probably hear a bitter discussion of Anglo-Egyptian relations. (See page 10).

While these political discussions go on in modern Cairo, the Egyptian people carry on an agricultural life that has changed little since Bible days. To understand how most Egyptian people live, we must study the little villages along the Nile River. Let us watch one of these villages at the beginning of an average day.

As the dawn reveals the houses, we see that they are made of baked mud bricks. The flat roofs of thatched straw and palm leaves are plastered with mud.

The villagers sleep on low beds of mats and skins stretched out on the dusty earth floor of their windowless huts. With the crowing of the cocks, everything stirs.

A woman in a loose black, ankle-length gown steps out of one hut and wraps her black scarf closer around her shoulders, for it is still cool outside. In a half hour the broiling sun of Egypt will start beating down. Then the dark gown will shield the woman from the blistering heat.

Barefoot, she moves to a clay stove, starts the morning meal of bean cake, melon, and raw onions. No Egyptian village meal would be complete without onions. Yet few of the villagers realize onions are their nation's largest crop.

As the woman bends over her copper pots, her children scurry to a grimy chicken coop close to the house. There they collect some of the 200 million eggs which Egypt sells every year. The children all go back into the mud house, followed by the chickens which roam around the coarse bedding, the wooden eating bowls, and the earthenware pitchers.

Thick with smoke from a cow dung fire, the one-room interior of this cottage is proof of the saying "You can smell an Egyptian village before you see it." Since the cow dung is used for fuel, the pigeons that coo in the dove cotes of the village roofs are the peasants' treasure, for they use the birds' droppings as fertilizer on the fields.

The father of the family comes to the cottage door, looks up at his pigeons, and stretches. This will be the last restful gesture he will make all day. After his morning meal he starts off to his fields, to the back-breaking work that gives him his name – *fellah*. *Fellah* (plural: fellahin) means "one who works on the land." It is the Egyptians' word for the peasant. As 90 per cent of all Egyptians are peasants, it is the *fellah* who makes up Egypt. His body is stocky and thick-jointed. He has high cheekbones and a prominent nose between glittering black eyes.

On his shaven head he wears a felt skullcap, throwing a long scarf over it when the heat is particularly intense. In the village he puts on what looks like a nightgown with a round neck. But as he goes out to his field, he has on a blue shirt and baggy, short trousers, with a handspun brown goat yarn cloak. He has quite a walk to the crops, for the *fellahin* prefer to live together in villages and walk out to their plots rather than scatter their cottages among the fields. And they build the villages on the edge of the desert so as to leave free for crops the precious fertile land next to the river.

Reaching the river bank, the *fellah* doffs his cloths. Then he steps into the *natal* (mud), and starts the *shaduf*. One of the world's most primitive irrigation systems, the *shaduf* consists of a pole to which is tied a goatskin bucket. Knee-deep

Hauling stone by manpower just as their ancestors did when the pyramids were built thousands of years ago.

British Combine

Monkmeyer

in mud, the *fellah* fills the bucket under the river's bank and empties it into another bucket held by a *fellah* higher up, who in turn empties it into a bucket held by another *fellah* still higher up on the river bank, and so into the irrigation canals.

Further on, the man's son starts the *sakia*, or waterwheel, by driving a water buffalo around and around in a circle. The buffalo is tied to an horizontal axle, and as the animal clomps around, the *sakia* slowly turns. With each turn it dips its buckets into the river and pours water to the irrigation ditches at the top of the river bank. The creaking of *sakias*, thousands of them, all up and down the Egyptian Nile, is a sound no visitor ever forgets.

All day men work the *shadufs* and boys the *sakias*, bringing water to the fields. The land along the Nile is very fertile, giving up to four crops a year. The winter crops are beans, lentils, and the grain which has made Egypt the granary of the Mediterranean since the time of Moses. Summer crops are maize, rice, sugar cane, and cotton which has finer and longer fibres than any other.

The last two crops are Egypt's prize exports. But the *fellah* gets little of the cotton money. He averages about 20 cents a day with which to feed and clothe his family, and his field is only half an acre to two and a half acres in size.

In part, this is because rich landowners (about seven per cent of the population) own over 68 per cent of the land. The *fellah* no longer is the slave he was under the Pharaohs. Now he is a tenant farmer who must rent his tiny plot from a big estate and work part-time on the modern cotton plantations.

The *fellah's* poverty also is due to the fact that the only non-desert land in Egypt lies on the Nile's edges. This means that the nation's cultivatable land is equal to the combined area of Maryland and Delaware – about three per cent of Egypt's land. On this small area live 16 million Egyptians.

Most Densely Populated Area in the World

The Nile valley therefore is the world's most densely populated area. Since the birth rate also is high, there probably will be 21 million Egyptians by 1970. This is surprising when you consider that the Egyptian death rate is terrific, and that the *fellah* generally lives only 30 years.

Sturdy as he is, the *fellah* cannot resist such diseases as pellagra which results from lack of vitamins, malaria, and bilharzia which is caused by a tiny worm that lives in the irrigation canals.

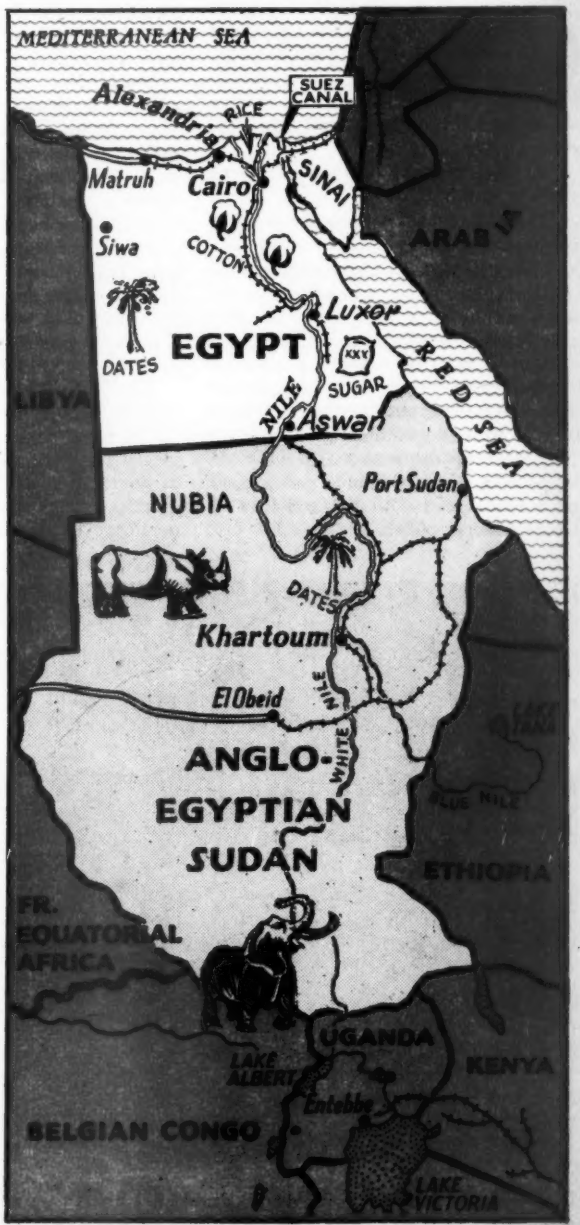
While the *fellah* toils away in his fertile but infested field, his wife grinds grain in a stone handmill, and his younger children work.

Education is mainly through *maktabs* (poor quality religious schools), and seven-eighths of the population cannot read or write. The youngsters seldom go to school. Instead, they help the family by picking cotton. Or they make bricks by mixing river mud with chopped-up straw in

(Concluded on page 25)

Above: The picture writing (hieroglyphics) of the ancient Egyptians is the oldest in the world. This writing appears on the walls of a tomb. Modern Egypt uses Arabic alphabet. Below: Egypt is mostly a desert. Only fertile land lies along Nile River below Aswan.

Map copyright, 1946, the Newspaper PM, Inc.



U. S. Recognizes Romania

What Happened: The U. S. State Department decided to recognize the pro-Soviet government of Romania. This action was the result of the Big Three Conference in Moscow last December where it was decided to extend diplomatic recognition to the government of Premier Petru Groza after he had included in his Cabinet one representative each of the National Peasant party and the Liberal party, and had promised to hold free elections

Recently two opposition representatives were appointed Ministers in the government. They are Emil Hatieganu of the National Peasant party and Mihai Romniceanu of the Liberal party.

The State Department note of recognition asked that: "I. General elections should be held in the shortest time possible.

"2. The freedom of these elections shall be assured.

"3. Fredom of the press, speech, religion and assembly shall be assured."

What's Behind It: The recognition of the Romanian government is an essential preliminary to the conclusion of a peace treaty with the former Nazi satellite state. This move was more an expression of hope for a democratic government in Romania than approval of the present government. The State Department is displeased with the trade agreement which Romania had signed with Russia and with the activities of Groza's secret police.

Poles Replace Yanks

What Happened: There are thousands of Poles and Yugoslavs in Germany who refuse to go back to their respective home lands which they claim are Soviet-dominated. It occurred to some American Army officers as a sensible idea to use these Poles and Yugoslavs for labor service companies and guards as replacements for the homebound Yanks.

Thus some 17,000 displaced Poles are already in the service of the United States Army in the American-occupied zone of Germany. Another 10,000 Yugoslavs are trying to achieve the same status as the Poles.

The Russians protested against our using these refugees. The War Department has ordered the dismissal of some 700 Yugoslavs serving with our forces. No action was taken against the Poles. The Army reported the Poles were not carrying on anti-Soviet propaganda.

What's Behind It: The problem is caused by the hasty redeployment of American troops. Should they be replaced by Poles and Yugoslavs opposed to Soviet Russia? The answer to both questions depends on the size and independence of these forces.

Schenectady Union-Star

Still Unconquered

Darker Bread for U. S.

What Happened: President Truman has called on Americans to get along with darker bread, fewer bakery products, and less whisky and beer so that millions of Europeans will not starve.

The President said that he knew "the conscience of the American people will not permit them to withhold or stint their cooperation while their fellow men in other lands suffer and die."

He gave orders for nine steps to conserve wheat and other foods so that additional supplies can be sent abroad. Millers must step up the wheat flour extraction rate to produce 80 per cent of flour from each bushel of wheat. As a result, your bread will be "cream-colored." Another order prohibits the use of wheat for making whisky and reduces the amount available for beer.

In the first six months of this year, the United States plans to send to countries suffering from food shortages 225,000,000 bushels of wheat; 375,000 tons of fats and oils; and 1,000,000,000 pounds of meat.

What's Behind It: President Truman has pointed out that a little inconvenience for Americans will mean life to millions of Europeans. The ravages of war have cut food production so much that more than 140,000,000 Europeans must live on 2,000 calories a day for the next few months, and 100,000,000 persons will receive 1,500 calories or less. The average consumption for each American per day is 3,300 calories.

International

U. S. marine in Arlington, Mass., greets his British war bride and son with open arms as they arrive from New York where 458 GI brides landed lately.

In Brief

Pacific Island Bases

What Happened: One of the most troubling questions of American foreign policy is what to do with the Pacific islands taken from Japan. Army and Navy chiefs are willing to place the Ryukyus and the Izu, Bonin, and Volcano Island groups under United Nations trusteeship, provided that the United States is appointed sole trustee. But they maintain that it is necessary to our national defense to annex the Marianas, Marshall, Caroline, and Palou Island groups.

This does not jibe with the Administration's ideas. President Truman stated at a recent press conference that all the islands taken by the United States from Japan would be placed under UNO trusteeship. He qualified this, however, by saying that this country would be the sole trustee of those islands considered necessary for the national defense.

What's Behind It: Because America's voice carries so much weight in the UNO, a clear statement of our position is necessary before the issue of trusteeships for territories in Africa and other parts of the world can be settled. It is doubtful that American military leaders will come around to the viewpoint that there should be UNO control of the Pacific islands.

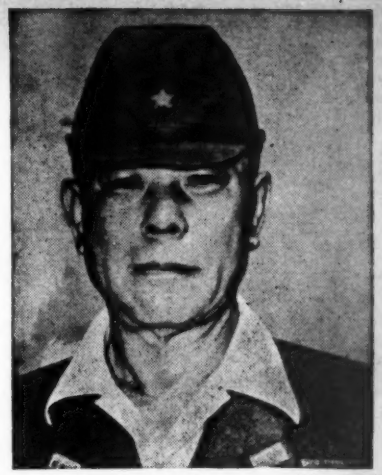
Yamashita to Hang

What Happened: General Tomoyuki Yamashita, former commander of Japanese occupation forces in the Philippines, has been ordered by General Douglas MacArthur to die on the gallows – stripped of his uniform and military decorations. Yamashita will be executed unless President Truman acts favorably on his plea for mercy. Secretary of War Patterson ordered a stay of execution until the President acts.

General Douglas MacArthur issued his order following a 6-to-2 decision by the United States Supreme Court. The decision upheld the death sentence originally handed down by a United States military commission in Manila. General Yamashita was tried as a war criminal on charges that he permitted troops under his command to commit atrocities that caused the death of 25,000 Filipinos. He is the first high Japanese officer sentenced to die for crimes committed against humanity in World War II.

After he was sentenced last Dec. 7, the fourth anniversary of Pearl Harbor, the Japanese general had appealed to the Supreme Court on the grounds that he should have been given a civil rather than a military trial.

What's Behind It: Yamashita's case established two important precedents. The first is that a military tribunal is a proper authority for hearing and punishing offenses against the laws of war. This will affect other trials being conducted by military commissions, such as that of Lieut. Gen. Homma. The second precedent is that high officers are responsible for the acts of their men.



International

Gen. Tomoyuki Yamashita

"Love Letters"

What Happened: Political "love letters" were recently exchanged between Egypt and Britain. Politely but firmly, the Egyptians requested the early withdrawal of British troops from their country. "The presence of foreign forces on our soil," they wrote, "is still wounding to national dignity." They asked the British government to fix an early date for a conference in London to change the Anglo-Egyptian treaty of 1936.

"It goes without saying," the Egyptian note added, "that the negotiations will include the question of the Sudan."

Equally polite was the British reply. It apologized for the delay. It also stated the willingness of the British government to review its treaty arrangements with Egypt, but did not say anything about the future status of Sudan.

What's Behind It: The treaty of 1936 expires in December. Under its provisions (1) Sudan is held as an Anglo-Egyptian "condominium" (joint dominion); (2) the British are permitted to maintain in Egypt 10,000 troops and 400 RAF pilots (presumably to protect the Suez Canal).

The Egyptians would like to see both provisions cancelled. They want the British to remove their troops and Sudan made part of the Egyptian Kingdom. The extremely nationalistic Wafd party in Egypt is opposed to any new London-Cairo pact. A "partnership" between Egypt and Britain, they insist, would be "one between a lion and a lamb."

The British are believed to be willing to withdraw their troops from Egypt. But they are not convinced that the Sudanese are any too anxious to switch their allegiance to the Egyptians.

Map copyright 1946 by The Newspaper PM

Army, Navy want U. S. to annex Marianas, Marshall, Caroline and Palau Islands. Also want U. S. as sole trustee for Ryukyu, Izu, Bonin, Volcano Islands.

Press Association

Commander John Stelle

Stelle Accuses Bradley

What Happened: Everyone is on the side of the veterans these days, but there is not always agreement on how the ex-servicemen can best be served. John Stelle, National Commander of the American Legion, our largest Veterans group, has accused General Omar N. Bradley, head of the Veterans Administration, of not changing the "antiquated and inefficient" methods of VA.

Charging that there has been a "tragic breakdown" in the Government organization that handles veterans' affairs, Commander Stelle asked for an immediate Congressional investigation of the VA. The American Legion chief was especially critical of the way medical services have been handled.

In reply to Commander Stelle, General Bradley issued a detailed statement of the VA's progress in dealing with medical care, insurance policies, and disability claims since he took office six months ago. The General stressed that while the VA was set up to handle the needs of approximately 5,000,000 men, it now has to service almost 14,000,000. This number is expected to reach 20,000,000 within 15 months.

Other veterans groups backed General Bradley. The Veterans of Foreign Wars, Disabled American Veterans, American Veterans Committee, and American Veterans of World War II all issued statements praising the improvement of conditions since General Bradley has been in office. The VA director was also strongly defended by President Truman and General Eisenhower.

What's Behind It: Because of the reaction in support of General Bradley, Congress has been slow to take up Commander Stelle's demand for an investigation. President Truman said that he did not feel the Commander was speaking for the entire American Legion.

Wages and Prices

What Happened: Molten steel may be running soon in the steel mills of America. Philip Murray, president of the 750,000 striking U. S. Steel Workers, is negotiating a contract with the U. S. Steel Corporation which grants wage increases of 18½ cents an hour, as proposed by President Truman. Concessions were made to the steel industry, too, in the form of higher prices. The price of steel ingots may now be allowed to go up by approximately $5.00 a ton, which is less than 10 per cent of the present price.

It was rumored that the settlement was made possible under a new national wage-price policy now being worked out. The new formula may allow wage and price increases for *all* businesses. The old policy was to deal individually with requests for wage and price increases.

While Administration leaders chose this path as the best way to insure uninterrupted production, the House of Representatives acted to curb strikes by passing the strict Case bill. A substitute for the "fact-finding" measure requested by President Truman, the Case bill gives the Government broad powers to enforce cooling-off periods before a strike can be called, forbids violent picketing, and bans most jurisdictional strikes and boycotts.

What's Behind It: OPA Administrator Chester Bowles, Civilian Production Administrator John D. Small, and Reconversion Director John W. Snyder compromised and decided that allowing some wage and price increases was the only solution.

Pauley Nomination

What Happened: Tempers flared and hot words flew back and forth in the Senate Naval Committee's hearings on the qualifications of Edwin W. Pauley as Under Secretary of the Navy.

When Pauley was treasurer of the Democratic National Committee in 1944, he approached me with the "rawest proposition that has ever been made to me," testified peppery Secretary of the Interior Harold Ickes. The Cabinet member disclosed that Pauley, a California oil man, had told him he could get $300,000 in contributions to the Democratic Party from oil men if the Federal Government would not attempt to win title to the oil lands off the California coast. Those oil fields are now leased privately, under State control.

When the Senate Committee questioned Mr. Pauley, he stated that Secretary Ickes was "mistaken." He testified that the Secretary "got the wrong impression of any conversations we had about raising money." Mr. Pauley also denied that he had tried to influence the votes of congressmen on a bill to wipe out the Government's claim to the oil.

On the basis of the testimony, some Administration leaders indicated their belief that President Truman should withdraw his nomination of Mr. Pauley.

What's Behind It: The Navy controls some of our domestic oil supplies, and also has a say on U. S. policy on oil supplies in other parts of the world. As Under Secretary, Mr. Pauley would be in a position to influence such policy. The general opinion is that Mr. Pauley would not have the public's confidence because of his oil connections.

Harris-Ewing

Secretary of Interior Harold Ickes enters Senate Naval Affairs Committee room in Washington, D. C., to testify on Edwin Pauley's (left) nomination.

Text by Jean Lee Latham
Drawing by Samuel Nisenson

TILL THE FIRE IS OUT

WHEN Napoleon was defeated and banished to Elba, all Europe breathed a sigh of relief and relaxed. David Gracy came home to England. Thomas Gracy, his father, met him with a growl.

"About time! A son two years old you've never seen! Nice doings for a father — chasing about over Europe, instead of taking care of the future of his son!"

"I was taking care of the future of my son, and of many other father's sons, too."

"Humph. Well, that madman is settled, now, so suppose you settle down, too!"

"I've re-enlisted." David waited three minutes for the storm of angry questions to subside, and then answered the last few questions in order. "Yes, father, I've told Margaret, and she agrees with me that it's the thing to do. Of course I love her and our son. I'm doing it because I don't believe we've heard the last of Napoleon. A good fireman never leaves the scene of action till he's sure the fire is out."

"Bah! If Napoleon set his foot in Europe again, he'd swing from the nearest tree!"

"I wish I believed that. I'm afraid he would make a triumphant march from the coast to Paris. And then he would make another march from Paris to the sea, and the sea might be the English Channel."

"Invade England? Nonsense! He tried and failed!"

"He might try again and succeed — if all the sons of England decide it's time to look to their fortunes."

"Those words are treason, sirrah! If you leave this house again, you need never come back!"

During the months that followed, Thomas Gracy knew Margaret heard from David, but he never mentioned his name. Then word of Napoleon's return to France shocked Europe. When Thomas Gracy heard of that triumphant march to Paris, he remembered David's words. News of Napoleon's defeat at Waterloo brought no joy to Thomas Gracy — for with it came word that David was missing in action. It was then the old man broke his silence — not to Margaret, but to his little grandson.

"He did it for you, little David. He saw clearer than we blind fools at home. If you're half the lad he was . . ."

He didn't hear Margaret's glad cry, and didn't know that his son had returned till David stood beside him. How he spluttered and harrumphed and tried to be gruff! But at last he gripped his son's hand, and admitted, "You were right, David. A good fireman stays till he's sure the fire is out!"

With the battle of Waterloo, the threat of one-man rule of Europe was ended. The power of Napoleon, the corporal who became emperor, was destroyed. Europe started to rebuild the shattered, war torn world. France started again the long march toward the democracy she had sacrificed to the "Little Corporal" from Corsica.

Next Issue: "Find Bolivar!"

PART 4

BY HOWARD K. PEASE

SYNOPSIS OF PRECEDING INSTALLMENTS

Larry Mathews and his dog, Sambo, in danger from the police, are rescued by Bilge Murphy, stoker on the *Creole Trader*, a tramp freighter loading at the docks in New Orleans. Bilge helps Larry to get a job as coal passer on the voyage to the South Seas. As the ship is leaving, the boatswain kicks Sambo ashore, and again Bilge rescues Sambo, telling the boatswain a lie. He says that the chief has agreed to let the dog stay aboard.

On his first night's shift in the stokehold, Larry is cautioned by Kangaroo, an Australian passer, to leave the coal in one of the bunkers untouched. Larry is too busy filling his barrow to supply Bilge, Toppy, and the Swede, to remember the warning. His shovel strikes something hard which turns out to be an old sea-chest, buried in the coal. Larry knows the chief engineer will be angry, but he wonders what secret is hidden in the chest. At the end of his first shift, he falls asleep in the stoke-hole. He is too exhausted to be able to make his way back to the forecastle where Sambo has been left in charge of his stoker shipmates.

"MOUSE – Mouse! Blimey, yer better come quick. They got Sambo."

Larry stirred. Into his sleep-drugged consciousness crept the impression that someone at a remote distance was calling him, someone excited and anxious. Sluggishly he rose on one elbow and looked about. Had he merely dreamed he had been called?

The next instant Toppy's voice shrilled out again. "Oh, Mouse, where are yer? The bo'sun came an' took Sambo!"

Sambo! The word rang loud in Larry's ears. Wide awake now, the boy scrambled to his feet, rushed forward and met Toppy at the turn.

"Sambo, you say! The bo'sun? Where?"

Even in the gloom Larry perceived that the little cockney's face was screwed into lines of anxiety. "The chief an' the bo'sun musta 'eld a confab about yer dorg, 'cause Bose comes ter the fo'c'sle arfter breakfast an' takes 'im away."

The boy spoke rapidly. "Where'd the bo'sun take Sambo?"

"Arft, I think. The li'l feller almost bit 'im."

"Hurry, Toppy, and get Bilge." Without waiting for a reply Larry ran toward the stokehole.

Larry fled upward. The hum of the engines, the roar of the fires fell away below; the heat increased. He glimpsed just behind him the great black funnel rising up through the fiddley to a point far above, where it pierced the deck head. The iron rungs of his ladder were almost too hot to hold; but on he climbed until he came at last to a small dim platform where a door opened onto the starboard alleyway. Sweating, terror-stricken, he sprang over the casing. Where was the boastwain?

When he reached the open deck he caught sight of Sambo lying quietly in the arms of the boatswain. The petty officer who ruled the deck crew was talking to a lanky seaman. Maybe Sambo was to be placed in this man's charge! Larry slowed down to a walk as he approached them.

They stood near the stern, between the after house where stores were kept, and the taffrail, which followed the curve of the deck above the churning propeller. Suddenly Sambo saw his master. With a yelp of joy he struggled vigorously to get away, while the man tightened his grip.

"That's my dog," Larry stammered, coming closer. "That's my dog."

"Oh, is that so!" The boatswain turned in feigned surprise.

"Yes, he's mine, sir. Let me have him, sir." Larry put out his arms.

Sambo now lay quiet. His curly body, nevertheless, was taut, as if awaiting a chance to escape. His ears were up; his eyes, beneath their overhanging tufts of black hair, sparkled with jubilation; his mouth lay open, tongue out.

The boatswain continued to look Larry in the eye. "No, kid," he said at last, "you don't get this dog a-tall. You and that fireman think you can get away with murder on this ship, don't you? You sure had me buffaloed yesterday – but not so this morning. Not on your tintype! This dog has gotta go."

"Go! What – what do you mean?"

The man answered slowly, distinctly. "I'm gonna throw him overboard."

Throw Sambo overboard? No – no! Surely no person could be heartless enough to do that. Stunned by the announcement, the boy looked across the bulkwarks. The sea was gray and choppy; little whitecaps showed as long swells rolled toward the ship. Great banks of leaden clouds marched slowly overhead, shutting out all sunlight. Not a bit of land was in sight – not a ship on the horizon. To Larry, the *Creole Trader* now appeared small, even frail, in this vast expanse of restless ocean.

The boy's eyes grew wide with fear. He shrank back. "Wait just a minute, bo'sun, will you?" he begged, fighting for time. "Let me see the captain or the chief first."

(Continued on page 20)

The world shrinks again, again, again!

BACK in the dim dawn of civilization, even a very short journey was a perilous thing. Travelers braved the dangers of the elements, of wild animals, and of their fellow men. If you encountered a stranger from some other tribe along the way, he was as likely to split your skull open as he was to grunt pleasantly.

So it was the better part of wisdom to keep one's hands free of burdens and ready for the fray. Yet food must be carried on a journey. Early man therefore relied on his mate, who neither hunted nor engaged in combat.

Woman was the first cargo-carrier in history. Her slow pace was a constant source of annoyance. Men trudging along riverbanks envied the speed and effortless ease of the current. They watched bits of twigs or grass propelled downriver at a speed they could not hope to match.

Then some pioneering mind hit upon the idea of building a raft — a bundle of reeds or other light materials, on which he could float along. Such primitive shipping was used by early Egyptians to sail down the Nile, and by Incas who crossed blue Lake Titicaca using crude paddles.

Primitive boats were developed next — large gourds, and calabash canoes; "skin" boats like the Eskimo kayak, and canoes of bark, wood, or woven bullrushes.

When the first ship appeared on the watery horizon is still a mystery. The earliest drawings of ships are found on Egyptian pottery that was shaped even before written history began. By 1500 B.C., the Nile was churned white by vessels equipped with sails as well as with oars.

Highways of Water

Egypt was not the only ancient nation with a merchant marine. As early as 3000 B.C., civilization had grown from a pinpoint of light centered on Egypt, to a small, but brilliant circle focussed on the area bordering the eastern Mediterranean. As other nations sprang into being, they too engaged in commerce by water. The Minoans, the Greeks, and notably the Phoenicians, were all seafaring peoples.

Once ocean-worthy vessels had been built, the desire for trade and the spirit of adventure led early warriors toward the horizon. Phoenician ships emerged from the narrow Mediterranean into the broad Atlantic, skirted the Iberian peninsula, darted south along the west coast of Africa, and even touched at the distant Azores.

Soon after the fifth century B.C., Greek merchant ships opened up the Black Sea in the east, and sailed around Great Britain in the west. Massilia, now known as Marseilles, France, was a colony founded by these Greek voyagers.

Many nations and peoples shared in this early era of discovery – the Greeks; the Romans, who opened trade routes across the Red Sea to India; the Arabs, whose trading vessels ventured to China, to India, and probed to the dark coast of Africa; and the Norsemen, whose viking ships roamed from the North Cape to the Mediterranean, discovered Iceland, and were the first to reach America.

These early explorations hinted at lands beyond the oceans. But navigation, as we know it today, did not exist. Most journeys were made along a coast. Once land faded from sight, mariners depended on what little they knew of prevailing winds, and on the kindness of the gods.

In the Middle Ages, the spirit of exploration and adventure dimmed almost to the vanishing point. Europe shuddered at what might lie beyond the ocean. The idea of a spherical world, which the Greeks had guessed at, was dismissed as heresy. The world, said medieval man, was flat as a table top. Jerusalem was the center of the universe!

In the fifteenth century, science, like a freshening wind, caused the great mariners to hoist their sails again. The magnetic compass had appeared on the scene, and for the first time sailors could navigate out of sight of land, or when the stars were hidden. They learned to measure latitude at sea, by using the astrolabe or other crude instruments for observing the altitude of the sun.

Now, at last, the oceans were an open road to man.

The Great Explorers

The next hundred years can be called the Era of the Great Explorers – men whose daring journeys broadened the outline of the unknown world by leaps and bounds. Among these were such mariners as Bartholomew Diaz, Vasco da Gama, Pedro Cabral, Christopher Columbus, Vasco Nunez de Balboa, Ferdinand Magellan, John Cabot, and many others.

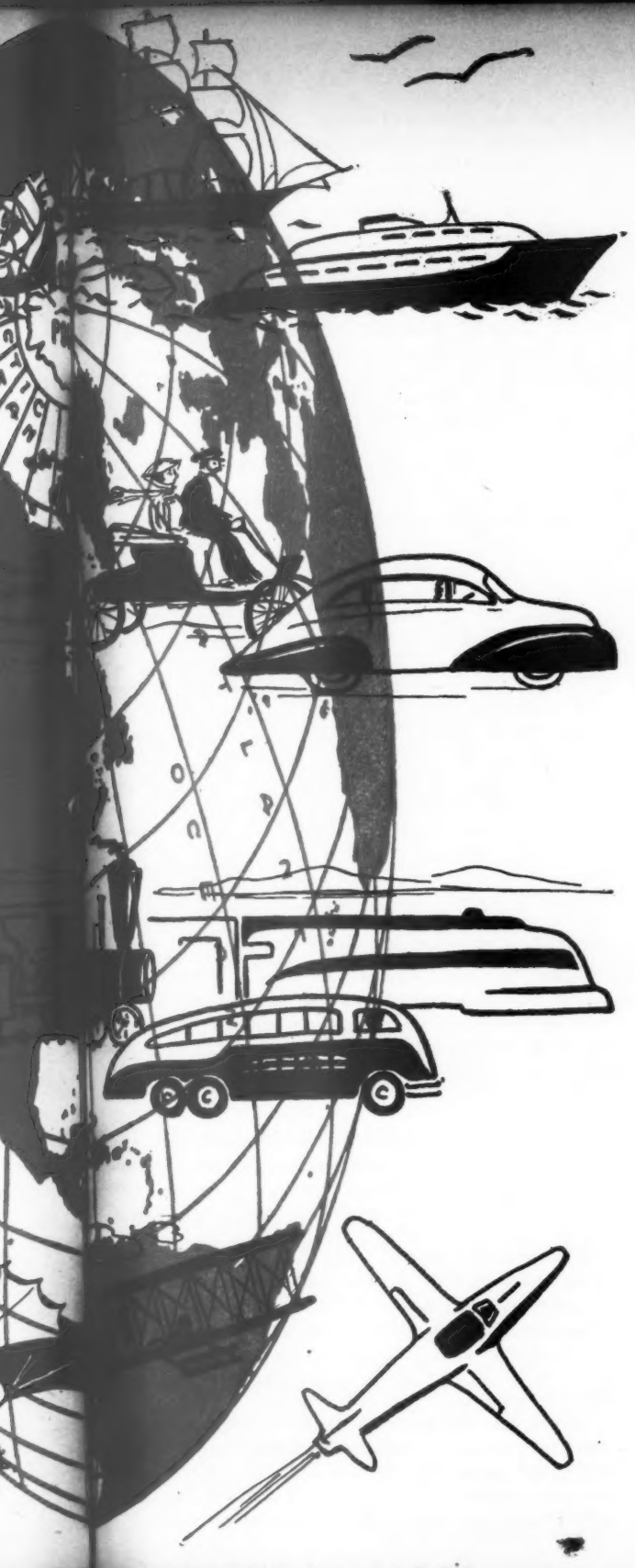
By 1550, stout wooden ships guided by these men had crossed the great oceans and circumnavigated the globe. The "blind spots" on the global map were filled in. There was no more fear, no more uncertainty. Man knew his planet.

By the middle of the 19th century, sailing ships had grown greatly in size and speed. The beautiful square-rigged clippers of the 1850s ranged in size from 500 to over 3,000 gross tons. Remarkable speed records were set. Several clippers logged upwards of 350 miles in 24 hours.

But the sailing ship was doomed to extinction. Steam had been harnessed to drive ships by a man named Robert Fulton in 1807. In 1819, the steamboat *Savannah* crossed the Atlantic in less than a month, using its sails only part of the time. In 1833, the *Royal William* made the crossing entirely by steam in 23 days.

As screw propellers replaced paddle wheels, and marine engines improved, the speed, size, and comfort of steamships increased. Soon, almost all passenger travel was by steam, and the ocean liner appeared on the scene. By the 1930s, a five-day dash across the Atlantic hardly excited comment among the passengers.

Even in this ocean-girdling age we sometimes think of water as a barrier to travel – especially if we are traveling on foot. To early man, not only water, but the land itself was a barrier. Mountains, swamps and deserts all impeded travel, and made journeys difficult and dangerous. Seasonal – and even temporary – changes in weather played a vital part in primitive transportation.



The first roads were merely beaten paths, formed by animals and men. They were not permanent. When the wheel, and later the wagon, appeared on the scene, such "accidental" roads were no longer fit to travel upon.

The Boundaries Draw Together

The first constructed roads appeared in the empires of Asia. In the Assyrian Empire, in the 7th century B.C., private roads were maintained for transportation of produce to the imperial household, and for royal messengers. Nebuchadnezzar, in the 5th century B.C., built a sacred road for his pet god Marduk. The road had a foundation of bricks and was covered with asphalt and surfaced with limestone.

The Romans brought the science of road building to a peak. From the hub which was Rome, great highways stretched like spokes in a giant wheel through Gaul to Holland and Britain; from Genoa to Marseilles and into Spain. There was a road from Carthage to the ports of the Red Sea, and a road which extended across Asia Minor, through Palestine to Egypt. By the third century A.D., the Roman Empire could boast of a network of roads totalling 52,000 miles.

The constructed road eliminated many obstacles to travel. Such roads could be used in any kind of weather, and their sturdy bridges permitted the crossing of rivers at all times. Speed of man and beast increased immeasurably, and the wagon now became the most widely used means of transport. For the first time, it was possible to calculate with fair accuracy the length of a journey.

From these ancient times, until the development of the steam engine, this was as far as transportation progressed. For two thousand years man busied himself with perfecting the wagon into a sleek, swift stagecoach. But the motive power was still the same – a horse or teams of horses.

In 1789, when Washington was inaugurated, a trip by stagecoach from Boston to New York took about a week. The coach jolted over the road about 16 hours a day.

Steam and Rails

In 1802, the steam engine of James Watt was put to a remarkable use – it became the "innards" of a strange sort of "iron horse" built by Richard Trevithick, an Englishman. In 1814, another Englishman, named George Stephenson, built a locomotive which was able to haul ninety tons at a speed of nine miles an hour. In 1829, the Stephenson "Rocket" appeared – an "iron horse" with the then fantastic speed of 30 miles an hour.

In 1829, an English locomotive called the Stourbridge Lion was tried out in the United States. Soon afterward, the railroad fever swept the country. The railroad was ideally suited to American transportation problems of that day. Great distances had to be connected, but good highways were costly to build. Besides, trains were faster and more efficient than stagecoaches. These reasons prompted Americans to lay railroad track toward every point of the compass, until America was criss-crossed by a cobweb of "high iron."

In 1869, the Union Pacific and the Central Pacific railroad lines met at Promontory Point in Utah – and the continent was spanned. Railroad mileage in the United States, by 1870, totalled 53,000 miles.

Today, U. S. railroad systems cover more than 250,000

miles of track – enough to girdle the world ten times. Streamlined trains race down these tracks at speeds of eighty miles an hour. In 1944, America's railroads carried over 913,000,000 passengers and over three billion tons of freight. Not only steam, but electric engines and Diesel motors are driving the great locomotives of today – monsters weighing 350 tons and hauling mile-long trains.

All over the earth spread the steel rails. At first only a few lines, then many, laid in ever closer nets over the most populous, civilized regions of the earth. Nations shrank as though by magic as their boundaries were drawn closer together. Like men, nations were fast losing their isolation from other nations.

Horseless Carriages

Until the internal combustion engine appeared, there was one great flaw in personal travel. If you were not going where the railroads went, you were still tied down to the horse and buggy. Obviously, each man could not have a private railway system, and a locomotive all his own.

But the internal combustion engine made possible a new form of locomotion – a horseless carriage which depended neither on rails nor on an easily fatigued animal.

The first internal combustion engine was built by George Selden in 1875. He also designed an automobile, but never managed to build one. However, the first automobile made was built on his patent. It wasn't until 1892 that automobiles were built commercially, by the Duryea brothers. The following year Henry Ford made his first car. The first Ford model looked like a horse and buggy – but the horse was missing.

Then R. E. Olds tried his hand at building cars in large quantities. In 1902, he produced about 2,500 Oldsmobiles. In a few years, Ford topped this record. But it was the Ford Model T, first built in 1908, which took the automobile off the curiosity shelf and made it a useful machine.

By 1920, the "Automobile Age" had seized the imagination of all America. Self-starters, metal bodies, shock absorbers, and many other improvements appeared on automobiles as though a genie had placed them there. That genie was mass-production. It enabled automobile manufacturers continually to improve their product while lowering the cost.

With the rise of the automobile, came an enormous expansion of hard-surfaced roads and super-highways. Huge busses and commodious trucks appeared, to carry passengers and goods to every corner of the United States.

The land was conquered indeed. But man did not rest on his laurels. He had already turned to the conquest of still another element – the air.

Airways and the Air Ocean

Even before the Wright brothers took their frail aircraft into the air at Kitty Hawk in 1903, man was no stranger in the air ocean which surrounds our planet. He had ventured into its currents many hundreds of times – aboard balloons, and gliders, and even clinging to immense kites.

But use of the air ocean for the purpose of transportation began with the Wrights. In making the first powered flight in history, they heralded the day when the airplane would bear men and cargo to all points of the earth.

In the forty-two years since that immortal flight, the airplane has matured into the fastest form of travel known to man. It has been tempered and perfected by the unique demands of the two major wars in which it became both a weapon and a means of transport.

The modern four-engined, high-speed transport of today is the end product of many years of research by government and privately-employed scientists in aerodynamics, in airfoils, engines, fuels, instruments, propellers, superchargers, and a thousand component parts.

Virtually every science has contributed toward making the airplane a safe and efficient means of travel. In 1944, U. S. airlines alone carried over four and a half million passengers. Each of these domestic airline flights was made along the ten-mile-wide sky roads known as Federal Airways. In the continental United States alone, these airways now total more than 35,000 miles and link together every city served by a scheduled airplane.

International Sky Roads

Similar sky roads have been charted in the international air – trade routes of tomorrow over which are already speeding giant air clippers. Several U. S. airlines are now operating between this country and foreign shores. The largest of these companies, Pan American World Airways, flies routes over both the Atlantic and the Pacific oceans. Its planes land on schedule in more than 40 countries.

Now nearing completion for use by Pan American, are fifteen giant, six-engined clippers. Each will have a range of 4,200 miles, seat 204 passengers, and have cargo space for 15,300 pounds of baggage. Their flight time between New York and London will be a little more than nine hours. Other airlines have placed orders for planes which will match or surpass even these astounding figures.

But the major importance of the airplane is not its speed, which undoubtedly will increase still further. The most important factor about the airplane as a means of transportation is that it makes use of the air ocean.

One World

Because it does, no place on the globe is isolated any longer. All places are at the bottom of the same air ocean, whether these places are in Timbuctu or nearby Kansas. Today, none of these places is more than 60 hours away from any other place on the globe. Tomorrow, these places may be no farther than 40 hours – or ten hours – or three hours apart.

Yes, this small planet of ours has shrunken – and is certain to shrink still more, seen from our seat in the stratosphere. Already, its physical geography – its awesome mountains, arid deserts, turbulent oceans, matter hardly at all. We fly over each easily.

Because it sails the air oceans, an airplane can fly the great circle route – the shortest path between any two points on the spherical surface of the earth. From Washington to Moscow is 4,500 miles by the great circle. The same journey by sea and land, is 5,700 miles. Thus going by air cuts 1,200 miles off your journey – and you can consider the speed of the plane as an extra bonus.

The airplane has given rise to new conceptions of direction and distance – conceptions embodied in modern air-age global maps. The flat world of Mercator has again become a sphere – a globe no bigger than the one in your school library and just as easy to circumnavigate!

A Million Young Americans

The school taxes paid by railroads enable more than a million children to go to school. In many rural areas they constitute half of all the school funds.

And this aid to education is only one of many ways in which the public benefits by railroad taxes. For these are *real* taxes—general taxes on railroad-owned property which go toward the support of public health, public safety, national defense, maintenance of the courts, and all other government activities and services.

No part of railroad taxes goes for building and upkeep of railroad tracks. The railroads do that themselves and, in addition, pay taxes on their tracks and other property, thus helping to build and maintain the highways, airways, and waterways used by other forms of commercial transportation which compete with the railroads for traffic.

It is a matter of pride with the railroads that they not only pay their own way as transportation companies but also are able to help in the education of American boys and girls each year.

AMERICAN RAILROADS

Secret Cargo

(Continued from page 14)

"Aw, that won't do no good, kid. The chief and the Old Man has already talked this over. You and Bilge Murphy didn't get no permission from them."

In despair Larry turned, only to behold the chief engineer striding toward him from the starboard alleyway.

"The chief's coming now," taunted the boatswain. "Here's your chance, kid. Pipe up."

Larry stood as though riveted to the deck while the chief engineer drew near. "Mr. Traynor?" the boy began.

"Yes," said the chief in his harsh voice, "you just come along with me."

"That's my dog, Mr. Traynor. That's Sambo, and the bo'sun says he's going to throw him overboard."

"Well, what of it? Good riddance, I say. No place for dogs."

"But he's mine, sir. Please – please, don't let the bo'sun do it!"

The chief stepped forward. His unshaven face drew near to Larry's. "I got something important to ask you. Did you find a chest in that bunker?"

"Yes, sir." The boy spoke in a whisper. Desperate now, he scanned the deck from port to starboard. Where was Bilge?

The chief was speaking again, his tone low and menacing. "What did you do with it?"

Larry looked up. One glance at the boatswain told him that the petty officer was still waiting there. Sambo lay quiet, his gaze fixed upon his master. The expression in those round dark eyes tugged at Larry's heart, but it also gave him renewed courage.

"Where did you hide that chest?" persisted the chief. "Out with it!"

The boy's head went up. So the chief wanted something of him, did he? Well, let him pay, then let him earn it. "Mr. Traynor," he slowly said, "if you let the bo'sun throw Sambo overboard, you'll never know where that chest is hid!"

"Oh, won't I!" Anger, surprise, a flicker of uncertainty, all showed in the man's watery blue eyes. With startling rapidity he reached forth and caught Larry's wrist. "You little wharf rat! I'll teach you who's boss."

Larry struggled impotently in that grasp. "I'll see the captain about this."

"Well, see him! Who do you think runs the black gang? I do, you little fool."

"Maybe," Larry shot back, "Captain Williams would like to know what's in that chest – that old sea chest with the padlock."

The man's cheeks and forehead flushed; his wide brows drew together.

In agony of mind Larry looked around. For the first time he perceived that a little group of seamen had congregated near number three hatch. And standing in the entrance to the port passageway were four or five members of the black gang (stokers). But Bilge was not among them – neither was Toppy. Abruptly the boy broke loose from the chief's iron grip. On the cabin deck just above them he glimpsed the slender figure of a man in blue serge. Larry recognized that cap at once.

"Captain Williams!" he called, rushing forward. "Captain Williams, don't let them do it."

The master of the *Creole Trader* stepped to the rail of the narrow cabin deck and peered down. "I'm sorry, youngster," he returned, "but those orders must hold."

Larry's gaze faltered. This gray-haired captain refused his plea. His last hope had vanished. In a daze he turned aft and stumbled across the deck toward the boatswain.

Abruptly the man stepped back as though to heave the dog far out from the steamer's side.

At the first movement Larry was upon the man, tearing at his arm, dragging him back from the rail, fighting like a maddened animal. "Give me my dog!" he cried. "Give me my dog!"

The boatswain's face was contorted by rage. "You fool," he muttered, "d'you know what this means? Mutiny! You can be put in irons for this."

Mutiny? Irons? What did that matter now.

Spellbound, Larry saw the man suddenly free his right arm, bring it back close to his body, and let fly. Before Larry could move, it caught him directly under the mouth and struck him.

Flat on his back he lay, while a roaring wind drummed in his ears. Stunned for the moment, he remained utterly quiet; then staggered to his feet. Through a blurred vision he looked toward the boatswain. The man stood at the rail, gazing out into the slanting rain which enclosed the little deck like fog. His arms were empty.

Larry darted forward and peered over the rail. His heart pounded tumultuously in his throat. Straining his eyes downward, he vaguely made out a black form battling against wave and rain. Sambo's head was up, his feet threshing desperately atop a swell. And every second, every minute, he was being carried astern.

"Well, the screw won't cut him, anyway," said the boatswain gruffly. "He's too far out for that."

Scarcely hearing the words, the boy slipped off his shoes. His head low, his arms outstretched he towered for an instant above the head of the astonished boatswain. Then he dived outward, into that gray immensity of rain and sea.

Behind him a whistle, loud and clear, shrilled across the deck. A voice screamed the words: "Man overboard!"

The waves closed over Larry's head. He was rushing through the cold gray depths of the sea, with shadows glimmering all round him. He beat his way upward and, after an interminable minute, his head cut through the surface.

Something splashed heavily into the water behind him; turning his gaze that way, he saw through the misty curtain of rain a white lifebuoy swaying in a trough between two swells.

But where was Sambo? Turning to his right he swam along near the white wake that stretched back into the obscurity of the falling rain. Ahead of him a black object rose on a swell. His heart gave a leap of joy. Sambo!

With renewed energy Larry beat his way toward that black spot. Sambo was swimming madly in an effort to keep from being washed under by those mountains of water which tossed his frail body about. His head was raised, his muzzle pointed upward as far out of the salty water as possible; and beneath the dripping curls of his head two eyes gleamed like beads of jet. He was heading for the departing ship which had renounced him and was now speeding away.

"Sambo, here I am!" Larry called out. "This way, old fellow."

The dog's ears went up. Turning his gaze to Larry he suddenly veered in his course and came toward his master.

Larry was half blinded by the downpour, but within him rose a feeling of rapture. He hardly noticed that the ship's stern was blurred in the distance, for when Sambo drew so near that he could reach out and touch that sodden hairy body, when the little creature swam close to his arm, he forgot the ship, he forgot the wide expanse of water that stretched for miles in every direction, the untold depths of sea under him. He was conscious only of finding Sambo.

"It's all right, old boy," said Larry in a whisper. "Here I am. It's all right now."

Sambo licked the boy's outstretched hand. The small tired body, resting on Larry's arm, pressed against its master's naked chest. Pity forced upon the boy's mind the immediate need for action. They must reach that life ring soon. Where was it?

(Continued on page 22)

Following the Films

✓✓✓Tops, don't miss. ✓✓Worthwhile. ✓So-so.

✓✓ **TOMORROW IS FOREVER** (International. Released by RKO. Produced by David Lewis. Directed by Irving Pichel.)

Tomorrow Is Forever probably makes the point that it is useless to live in the past and essential to live in the present. The producers have gone to great lengths in the way of plot to prove this. However, several nice bits of acting turn up in the process.

It is the story of a Mrs. MacDonald (Claudette Colbert) who believes her husband John (Orson Welles) was killed in World War I. Actually, John was only wounded so badly that he thought it kinder not to return. Plastic surgery changes his appearance. Twenty years later, he returns to America as an Austrian chemist. A beard, a limp, a German accent, plus his changed features keep his wife from recognizing him immediately, although he is a frequent visitor in her house. There is constant suspense as to whether she will eventually recognize him. And whether John will be able to refrain from giving himself away to their son.

Both Miss Colbert and George Brent (as her second husband) turn in easy natural performances. Orson Welles' acting has its high points, but often, one feels that he is trying too hard. We suggest you keep an eye on Richard Long, a California high school senior. As young Drew Hamilton, John MacDonald's son, he enacts his role in a style worthy of the other big names in the cast.

You'll also meet 6-year old Natalie Wood, Hollywood's latest "child find." Miss Wood has been rumored capable of displacing Margaret O'Brien as the nation's favorite young trouper.

MOVIE CHECK LIST

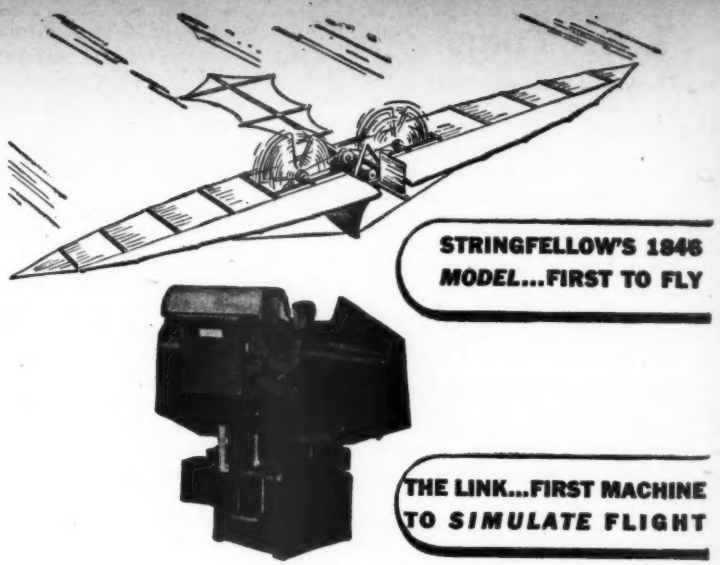
Drama: ✓✓Tomorrow is Forever. ✓✓The Bandit of Sherwood Forest. ✓Dragonwyck. ✓Sentimental Journey. ✓✓✓A Walk in the Sun. ✓✓✓They Were Expendable ✓✓Adventure for Two. ✓✓The Seventh Veil. ✓Kitty. ✓✓Adventure. ✓✓✓The Bells of St. Mary's.

Comedy: ✓✓Because of Him. ✓✓✓Colonel Effingham's Raid. ✓✓Breakfast in Hollywood. ✓People Are Funny.

Musical: ✓✓✓The Harvey Girls. ✓Ziegfeld Follies. ✓Masquerade in Mexico.

Mystery: ✓Cornered. ✓Behind Green Lights.

Western: ✓✓Abilene Town. ✓✓San Antonio. ✓Frontier Gal. ✓✓The Virginian.



Stringfellow proved a century ago that heavier-than-air craft could fly. Link proved that instrument flying could be learned on the ground. Simulated flight in the Link is amazingly real. You learn how it feels to be at the live controls of a plane in the air. You see how aircraft instruments respond to speed, altitude, and air-attitude—and how they guide you through darkness and "weather." You can make the Link glide, bank, and climb...you can practice recoveries from stalls which is a vital asset to a pilot's all-around airmanship.

Scientifically improved over twenty years of use and experiment, the Link helped make our flyers superior in the war skies, and has long been standard with the airlines and Air Forces. If you have the urge to fly, and when and if you buy a plane of your own, pre-flight training in the Link will give you greater safety, skill, and range, in the coming air age.

Link Aviation Devices, Inc., Binghamton, New York. Makers of Link Trainers, Crew Navigation Trainers and other devices contributing to the safety of flight.

Link training is your first step into the **FLYING AGE**

Secret Cargo

(*Continued from page 20*)

Looking round, he now observed that the downpour had blotted out all trace of the steamer's wake. His last means of telling direction had vanished, and he and Sambo were utterly alone in the midst of this watery waste.

He looked down again at Sambo, and Sambo looked back at him. "Black boy," Larry muttered, "I expect we'd better be finding that life-buoy – that's what."

At once he struck off in a diagonal course across the waves. Since he had jumped to leeward of the vessel and the life ring had been thrown in after him, he figured he must be moving in the right direction. Sambo trailed along at his side.

A feeling of fright gripped Larry like a vise. The full horror of their position swept into his mind. How long could he and Sambo swim like this? Soon their strokes would become slower, weaker, until at last they sank from sheer fatigue, down unfathomable distances to a cavernous bottom where strange blind fishes swam in darkness, where long tendrils of seaweed coiled easily.

A mounting sense of doom had almost engulfed him when a soft hairy body brushed his arm. He turned his gaze that way, and there was Sambo looking up at him. In those eyes there was no lost hope. Sambo still believed.

"All right," Larry said huskily; "we'll try it once more. This way, black boy."

But Sambo did not follow. Larry, glancing back over his shoulder, saw that the dog's ears were raised and the two dark eyes directed to the left. Quivering expectancy was in that gaze. Sambo was listening.

At once the boy's long strokes ceased. To his ears there came a faint yet unmistakable blast from a steamer's whistle. The prolonged sound, remote yet distinct, quickened his pulse. The *Creole Trader* must be sending assistance!

"One more try, black boy," he whispered. "Hear that whistle blowing again? That's for us – us! Maybe it's a mile away, maybe closer, but we gotta be here when they come."

Straight to his right he had caught a glimpse of an object swaying on the crest of a wave. The thing disappeared into a dark trough, swept up a moment later on another swell, rose into view again. It was the white lifebuoy. In spite of the mist and the distance he was able to see the blurred black lettering which read: *Creole Trader – New Orleans.*

His heart expanded. "There it is!" he cried. "Come on, Sambo!"

Long easy swells rolled toward them, lifted them up, tossed them down slanting sides into hollows, yet on they struggled. When Larry finally put out his hand and grasped the life ring, a sigh of relief escaped his lips. After a moment, Sambo too was resting there in safety, his forepaws over the rounding canvas.

And there they clung, the boy and the dog, two puny bits of life afloat on that vast heaving ocean.

The boy was hardly aware of the moment when the torrent gave way until it became a mere drizzle. The sky lifted; the rain passed over. And when with an effort he turned to gaze–whether north or south, east or west he did not know – he felt his pulse stir anew.

Perhaps half a mile away loomed the dark outline of the old tramp steamer, and between them and the ship, a frail lifeboat rose and dipped on the swells. Someone standing in the sternsheets waved his arm in a wide arc against the sky. The lifeboat veered and came his way.

Numbed by the cold, he saw the boat draw near, heard voices calling as from a great distance, felt himself lifted over the gunwale. He rested now on the cleats of the bottom, his back against a thwart. Beside him Sambo was busily shaking the water from his body in a shower.

"Back we go, lads!"

Larry roused himself. There in the stern close to him sat the boatswain with his hands on the tiller, his glance on the six seamen who pulled at their oars with steady, practiced movements.

"Well, kid," muttered the boatswain, "you sure are making the Company lose money by this. Stopped the ship one hour, you have."

As Larry turned to him the man went on. "Oh, sure, the Chief swore and the Old Man roared, but I was the first one to suggest putting out this boat. Ain't it a fact, men?"

A murmur of assent came from the seamen. "You bet your life," added the man at the oar next to Larry. "We wasn't going to see you left behind."

A feeling of unexpected warmth flowed through the boy. His eyes lighted up. "You mean it?" he stammered.

"Sure, we mean it," said the petty officer with a solemn nod. "When some bird piped up 'Man overboard!' the deck crew and half the black gang rushed aft to the taffrail. It was me that throwed you that life ring."

Larry was too tired to care what happened. He was somewhat surprised to glance up and behold the old freighter towering above them. A Jacob's ladder trailed in the water, and to this the boatswain steered his craft.

"Up you go," commanded a seaman grasping the swaying ladder. The boy looked up. The rail was lined with faces. There was Bilge–there was Toppy.

He grasped the ropes with both hands, placed one foot on a wooden rung, and climbed slowly rung by rung. At last he reached the bulwarks and friendly hands lifted him over to the deck.

Toppy took hold of his arm. "Strike me bline if we didn't think yer was a goner," he declared. "Ain't it so, Swede?"

"Yah. But the kid's got luck."

Luck! Larry turned away, only to meet the deep gaze of Bilge Murphy.

"Yeah, you sure are one of the lucky ones, Mouse," agreed Bilge, "one of the never-say-die ones, one of the real salt-horse sailor lads!"

Hearing those words of praise, Larry fairly glowed.

"Young man," Captain Williams said grimly, "what have you to say for yourself?"

"Nothing much, sir," the boy stammered. "I wasn't thinking about going against your orders – I was only thinking of Sambo, I reckon. He's been my dog for almost a year – ever since he was just a pup. If you've ever had a dog, sir, you'll know how I felt."

Slowly the captain nodded. "I think I do understand, youngster." He turned and addressed himself to the chief engineer. "I think, Chief, we'll send him back to his fo'c'sle – if that is agreeable to you. I'm sure you won't want to lose a coal passer. And as for the dog – why, I think I'll take care of him myself – let him sleep in the chart room so he won't be bothering the black gang."

The scowl on the face of the chief engineer deepened. "Very well," he growled. "I'll see that this trimmer gets what's coming to him."

"Scatter, you men!" ordered the first mate.

The group broke up. Bilge and Toppy stepped to Larry's side. "Come on, Mouse," said a low voice in the boy's ear.

Toppy grinned as he walked forward. "Yer in fer it now, kid. Gawd, 'ow the chief 'ates yer!"

Bilge nodded agreement. "You're right, Limey. The Mouse sure is in wrong. Brother, what'd you do to make the chief so sore?"

Larry looked up. Bells clanged from the engineroom entrance; the deck beneath him began to quiver as the ship got under way once more. The boy's eyes half closed; his lips came together in a determined line. "I don't care how the chief acts now," he said, his words low yet distinct. "Sambo's safe and I aim to take care of myself from now on."

(Continued next week)

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SPORTS

Star Gazing

Weissmuller

NEXT to seals and trained fleas, movie stars are our favorite people. They're so noble and brave and athletic. Why, Errol Flynn alone bumped off half the Nazi army in 1944. And it took him only three movies to do it!

All right, so we're kidding. But don't some of those corny pictures annoy you, too? Take *Pride of the Yankees*, for example. That was the movie based on the life of Lou Gehrig, greatest first baseman in history.

The part was played by Gary Cooper. Now Gary is a swell actor. But he's no ball player. He handled the baseball sequences with the grace of a broken-down buffalo. That spoiled the picture for us.

But don't get us wrong. We don't say *all* movie stars are lounge lizards. Many of 'em are honest-to-goodness athletes.

Johnny Weissmuller, the me-Tarzan, you-Jane kid, is still considered the greatest swimmer of all time. In the 1924 and '28 Olympics, Johnny splashed off with three world titles.

Johnny Mack Brown, the cowboy superman, was an all-America halfback at the University of Alabama. The movies tackled him after seeing him star in the Rose Bowl game.

Katharine Hepburn once won the amateur women's golf championship of Connecticut.

Paramount

Bing and Bob

Joe E. Brown would rather play baseball than act. Before the movies got a load of his big mouth, he was a better-than-fair minor league player.

Errol Flynn, the one-man blitz, is really a fine athlete. Remember *Gentleman Jim*? Errol looked pretty nifty in the ring. He actually is an excellent boxer. He also plays a wicked game of tennis – the best in the movie colony. He has played exhibitions with Bill Tilden, Don Budge and other great tennis-ball swatters.

Esther Williams was a national swim champ before Hollywood got a load of her form.

Keenan Wynn, our favorite funny man, was a daredevil automobile driver until he cracked up.

John Wayne played lots of fullback at the University of Southern California.

Bing Crosby and **Bob Hope** are great golfers. Der Bingle also plays a good game of baseball. Bob used to be a professional fighter. In his third fight, a swat on the whiskers convinced him he would do better with the jokes.

Nat Pendleton, the gorilla-ish comedian, was once a national collegiate wrestling champion.

Jinx Falkenburg is a fine swimmer and a good enough tennis player to have competed in the national championships.

Richard Arlen is a fine all-around athlete, specializing in football, swimming and tennis.

– HERMAN L. MASIN, *Sports Editor*

How to win a lass in class

English: Stand up before the class and make some caustic remarks about Shakespeare's life. This'll afford *the* gal a nice view of your Arrow Ensemble, with the good-looking Arrow Shirt, neat Arrow Tie, matching Arrow Handkerchief.

Algebra: The exam's a cinch for you, of course, but make like you're cogitating a bit. When she glances your way, give her ample time to absorb the full beauty of your perfect Arrow Collar . . . of the right-in-place knot of your Arrow Tie.

Physics: A classroom experiment will give you a chance to shuck your coat. You may not split an atom or cop a Nobel, but you *will* treat the gal to a complete showing of your frame-flattering Arrow Shirt. (Sanforized-labeled—shrinkage less than 1%).

School Dance: Well, that's fate for you! You're a whiz in every subject, but you *never* learned how to dance! **MORAL:** Tomorrow's another day. Then you can wear another Arrow outfit and win her all over again.

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How're you doing?

Jerry is walking along the sidewalk with two girls. Should he:

A. Walk on the outside next to the curb?

B. Walk between the girls for a while, then walk next to the curb for a while?

C. Walk between the two girls?

C seems to us the sensible thing to do The etiquette books usually say that the boy should always walk next to the curb. If so, the girl inside may be left out of the conversation! We believe this is a point of etiquette that isn't worth arguing about. Let the boy walk between the two girls and make "everybody happy."

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QUIZ YOURSELF

I. THE WORLD SHRINKS AGAIN

Can you complete the names of these men famous in transportation history?

1. Robert _____ harnessed steam to drive ships.
2. James _____ was Scotch inventor of the steam engine.
3. George _____'s "Rocket" made railroading history.
4. George _____ designed the first gasoline-powered engine.
5. Henry _____'s Model T made motoring popular.
6. Orville _____ took to the air at Kitty Hawk in 1903.
7. Assyrian King _____ built a road of asphalt-covered bricks.
8. Ferdinand _____'s ships were first to circle the globe.

II. ATOMIZING THE NAVY

Underline the correct word or phrase:

1. The experimental atom-bombing of ships is called: (a) Operation Anvil; (b) Operation Husky; (c) Operation Crossroads; (d) Operation Overlord.
2. It will take place in the: (a) Marshalls; (b) Solomons; (c) Carolines; (d) Kuriles.
3. It will be under the direction of Vice Admiral: (a) Nimitz; (b) Blandy; (c) Halsey; (d) King.
4. In the first tests, the bomb will be timed to explode: (a) above the fleet; (a) at the surface of the water; (c) below the surface; (d) on nearby atolls.
5. The *Saratoga* is a: (a) battleship; (b) heavy cruiser; (c) aircraft carrier; (d) submarine.
6. Admiral Yamamoto's flagship was: (a) Sakawa; (b) Yamashiro; (c) Akagi; (d) Nagato.

III. U. S. NAVAL ACADEMY

Underline the correct word or phrase.

1. The U. S. Naval Academy was founded in: (a) 1776; (b) 1783; (c) 1845; (d) 1861.
2. Its new superintendent is Vice-Admiral: (a) Kimmel; (b) Fitch; (c) Blandy; (d) Merrill.
3. He is trying to persuade Congress to establish at the Academy a department of: (a) atomic bomb research; (b) amphibious operations; (c) aeronautics; (d) undersea warfare.
4. Appointments to the Academy from the District of Columbia are made by: (a) the President; (b) the Vice President; (c) Congress; (d) the Senate Naval Affairs Committee.
5. A congressman has the right to nominate: (a) 5 members of his constituency; (b) 2 candidates from other American Republics; (c) 2 candidates every year; (d) 6 enlisted men.
6. "Crabtown" is Annapolis slang for: (a) Washington; (b) Annapolis City; (c) the Academy; (d) their hometowns.
7. "Skinny" is slang for: (a) Navy bunks; (b) chemistry and physics; (c) head of the Academy; (d) high man of the class.

WHADDYUNO?

A GENERAL INFORMATION QUIZ

(Answers on page 26)

OLD TIMERS

Here is a batch of well-known phrases. Each one begins with the word "old." Some are from history, some from fiction; some are the names of books and songs. Can you add the word or words necessary to complete each one? Under each is a definition or general hint to help you.

1. Old _____. (famous geyser)
2. Old Curiosity _____ (novel by Dickens)
3. Old wine in _____ (proverb)
4. Old man of the _____ (Sinbad the sailor met him)
5. Old _____. (U. S. frigate)
6. Old Man _____. (song from *Showboat*)
7. Old Rough and _____ (Zachary Taylor.)
8. Old Oaken _____. (it hung in the well)
9. Old _____. (London criminal court)
10. Old _____ (her dog missed his dinner)
11. Old _____ (so proudly we hail)
12. Old Folks _____. (they live on the Swanee River)
13. Old Black _____. (he hears gentle voices calling)
14. Old Lady of _____ (Bank of England)
15. Old _____. (Andrew Jackson)

WORDS OF THE WEEK

atoll (*ăt* ŏl) coral island or group of islands surrounding a lagoon.

lagoon (*lă gōōn*) shallow lake or channel, usually in or near the sea.

boycott (*boi* kŏt) a grouping together in agreement to refuse buying something. (also used as a verb, *to boycott.*)

jurisdictional strike—a strike called when two or more unions claim the right to represent the same group of workers.

astrolabe (*ăs* trō lāb) instrument once used for observing the position of the sun and stars to aid ship navigation.

Egypt

(Concluded from page 9)

small rectangular boxes. Several times a day the whole family stops, faces Mecca (Moslem Holy City in Arabia), and prays.

Some of their neighbors do not join them in such prayers, for these neighbors are Copts. Although 91 per cent of Egyptians are Moslems, there is a Coptic minority which has kept its Christian religion. The Egyptians were converted to the Moslem religion by the Arabs who invaded Egypt in the 7th century.

Whenever the *fellah* prays, he will superstitiously finger the amulets which a fortune teller has given him as charms, and he will pray about the Nile. For in prayer as in work, a *fellah* thinks of his river, the river that *is* Egypt.

The Nile has two sources – the White Nile and the Blue Nile. The sluggish White Nile starts with a roaring waterfall in Lake Victoria and is joined at Khartoum by the wild Blue Nile from Lake Tana. Then the Nile enters Egypt, where it is tamed by the English-built Aswan Dam.

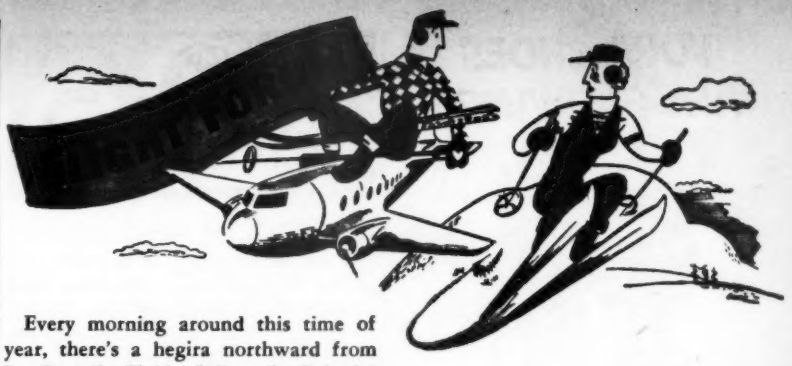
The sluice gates of Aswan determine the prosperity of Egypt. When they close, they save the Nile's water in a vast lake, keeping Egypt from dangerous floods. And when they are open, vegetable matter from the White Nile and soil chemicals from the Blue Nile pour into Egypt to leave a rich silt over the riverside fields.

Carrying hundreds of *feluccas* (triangular-sailed boats) on its surface, the Nile flows northward, never branching and practically never freshened by rain.

With more dams and power plants, the Nile could be harnessed to provide electricity for factories that might raise the *fellah's* standard of living. But so far, little industrialization of the Nile valley has been attempted.

Instead of powering big industries, the mighty river flows past the tombs and temples of Pharaohs at Luxor and nearby Karnak, and sweeps near the gigantic sphinx and pyramids below Cairo. In the days when these gigantic monuments were built by thousands of slaves, Egyptians were highly civilized. They had invented the measuring rule and calendar to determine the flood periods of the Nile.

The Nile supplies water for two of the world's greatest cities – Alexandria and Cairo. Founded by young Alexander the Great when he conquered Egypt, Alexandria once housed the finest library of the ancient world. This learning now is carried on in Cairo, Egypt's present cosmopolitan capital. But the *fellah* by his water wheel knows little of this ancient learning.



Every morning around this time of year, there's a hegira northward from La Guardia Field. Skiiers fly Colonial Airlines to Vermont or the Laurentian Mountains north of Montreal, where six feet of snow is regarded as a light frost. It's only a couple of hours to Canada by plane and saves praying for snow to replace the Atlantic seaboard's usual rain on week-ends.

• • •

On these snow specials, 21 of the 21 passengers are apt to wear ski clothes. They save pounds and packing space, also keep warm after transferring from Wright Cyclone-powered airliner to sleigh for the ride to inn, chateau or farmhouse. In addition, Colonial sagely allows passengers 50 instead of 40 pounds of free baggage if the extra ten is in sports equipment.

• • •

The murder-on-ice boys also fly this route. Hockey teams pound pucks and skulls with fine impartiality in Canada one night, then fly to New York or Boston to resume the fracas the next night. Flying cuts travel time down to about two hours per game, instead of twelve, and leaves more energy for legal mayhem on skates.

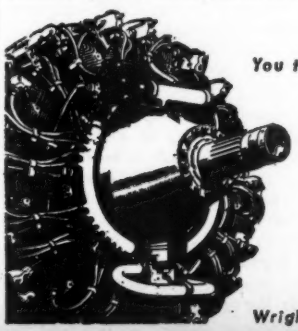
• • •

As the ice begins to melt, baseball teams will be flying south. The pennant-hungry Dodgers were the first major league team to use planes to cut travel fatigue on long road trips. Several colleges who believe students should pass exams as well as footballs now fly their teams to games, saving three to four days per game for study instead of travel. A Nevada team even flew up to Alaska.

• • •

Then there are the fishermen. They spend lunch hours in hardware stores, week-ends on charter boats. But since a ten-knot boat is limited locally while fish move with the seasons, the fishermen are now flying to productive fishing grounds. Pan American flies anglers up to Newfoundland, on its route to Europe. Eastern Air Lines is reviving its war-suspended Flying Fishermen's Club, with five annual trophies for air passengers who take the biggest catch in southern waters. One pre-war winner hauled in a winning sailfish off Florida just 16 hours after leaving his New York home, including a couple of hours of hard reeling.

Amateurs and professionals have long used trains, buses, cars, bikes, boats and boots as transportation to sports centers. So it's logical for them to fly now, since airplane speed gives many a man a week's sport in a week-end, by cutting days of travel to hours. And their flights demonstrate how Wright Cyclones and airliners are becoming an everyday part of American life. It's something to think about when planning your next vacation or holiday outing.



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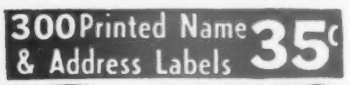

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Stiff Joint

At a boarding house, a guest was sawing away at the sinewy knee joint of a roast chicken leg. At last, waving an arm towards a bottle of sauce near the landlady's elbow, he said:

"Pass the liniment, please, Mrs. McPherson. This seagull has rheumatism."

Capper's Weekly

Letter of Credit

Possibly the first aviation experiment in America took place 153 years ago. J. P. Blanchard, a young Frenchman, made a balloon flight in Pennsylvania, and in his pocket he carried this passport:

"The bearer hereof, Mr. Blanchard, proposing to ascend from . . . Philadelphia . . . this day . . . and to descend in such places as circumstances may render most convenient . . . all citizens of the United States (should) oppose no hinderance or molestation to the said Mr. Blanchard.

"Given under my hand and seal
". . . GEORGE WASHINGTON"

This Week

Who Keeps It?

Maisie: "I like bookkeeping. It's very easy. Just debits and credits."

Hazie: "What's that?"

Maisie: "Right and left. When you get money it's right, when you pay it, it's left."

Hazie: "Left where?"

The Soup Song

"Did Clarice enjoy her dinner-dance date with Joe last night?"

"She was never so humiliated in her life! When he started to eat his soup, five couples got up and began to dance."

McCall Spirit

Correction

In the "Builders of America" picture page on Joseph Pulitzer which appeared in the January 21 issue, a typographical error appeared. Pulitzer's dates of birth and death were correctly given under his name as 1847-1911. In the last panel of the page, however, the caption stated that he suddenly went blind in 1899, and directed his papers through secretaries until his death "22 years later." The year in which he went blind should have been given as 1889 instead of 1899. This error was called to our attention by two subscribers—Reginald Sender of Milford, Conn., and Miss Virginia Conover of Suffern, N. Y. We're sorry.—Ed.

There and Then

The distinguished but absent-minded lecturer was traveling by train, but when asked for his ticket was unable to find it.

"Never mind, sir," said the conductor, who knew him well. "I know you bought one, so it will be all right."

"Thanks very much," said the lecturer, "but hang it all, man, I've got to find it to know where it is I'm going."

Classmate

Key to "Whaddyuno?"

1-Faithful; 2-Shop; 3-new bottles; 4-Sea; 5-Ironsides; 6-River; 7-Ready; 8-Bucket; 9-Bailey; 10-Mother Hubbard; 11-Glory; 12-at Home; 13-Joe; 14-Threadneedle Street; 15-Hickory.

world WEEK

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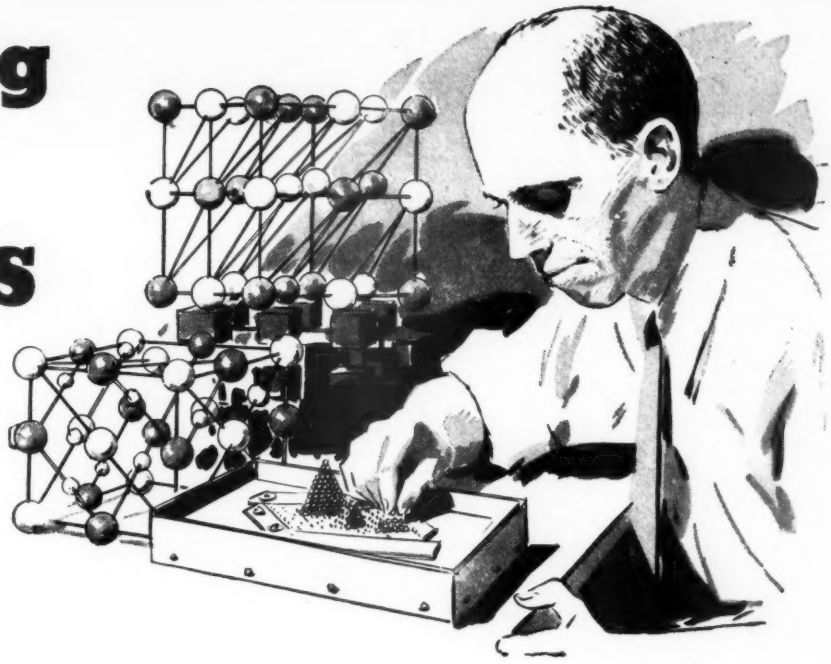
Working with Atoms

The Story of

Dr. Ralph Johnson

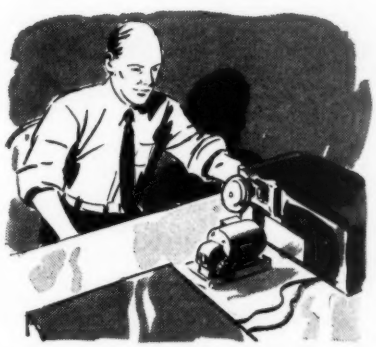


●Ralph Johnson is one of the many General Electric research scientists who have returned to peacetime work after doing a wartime job. Before the war Ralph worked on cathode ray tubes, developing them for improved television. He also developed a method for finding out the "life history" of metals. For example, by a special technique he is able to examine a burnt-out light filament and determine whether that filament carried a-c or d-c current, if d-c current what direction the current flowed in, whether or not the filament was surrounded by gas or housed in a vacuum. At present, Ralph is working in nuclear physics, making atoms "tell their secrets." *General Electric Company, Schenectady, N. Y.*

Ralph spent his childhood in North Carolina. In 1925 he and his family moved to Richmond, Va. Soon after he entered the University of Richmond where he majored in physics, worked as editor on the college paper.

Earning a scholarship to the U. of Virginia, he received his M.A. Shortly after, he returned to the U. of Richmond to teach mathematics and then to M.I.T. where after three years he was awarded his Ph. D.

After working for seven years at G.E., he was granted a leave of absence and in 1943 was sent to England by the government as a special consultant for the A.A.F.



Returning to the U.S. he worked on the "Manhattan Project." Now he is continuing atomic research at G.E. by helping to analyze results from the 100,000,000-volt betatron.

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* * *

The Railroad is an especially interesting booklet prepared by the Editorial and Art staffs of Scholastic Magazines, and available free to teachers from Mr. Lee Lyles, The Atchison, Topeka and Santa Fe Railway, 80 East Jackson Boulevard, Chicago 6, Illinois. It includes a short history of early railroading, a radio play designed for classroom use on the rise of American railroads, and a wealth of interesting material on present-day trains and the part they play in American life. Some of the chapter headings are: "What the Railroads Buy," "A Primer on Freight," "Railroads Deliver the Goods," "Science on the Fast Track," and "Suppose You Owned a Railroad."

* * *

America's Motor Coach Transportation is a pamphlet containing four lesson topics: "Highway Transportation Through the Ages," "Motor Coach Transportation and Its Place in American Life Today," "Motor Buses in World War II," and "The Motor Coach of Today and Tomorrow." Each unit is profusely illustrated, and contains much information of a general nature suitable for classroom use. (Greyhound Lines, 2341 Carnegie Avenue, Cleveland, Ohio, free.)

* * *

The Department of Public Relations, General Motors Corporation, Detroit, Michigan, offers five extremely informative booklets on various technical aspects of automotive operation. These are: *Electricity and Wheels, When the Wheels Revolve, Modes and Motors, Diesel – The Modern Power, Metallurgy and Wheels,* and *Chemistry and Wheels.* These pamphlets describe the basic scientific principles involved and their practical application. The text is well illustrated with clear diagrams and charts. Free.

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TRANSPORTATION FILMS

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Development of Transportation, 16 mm. (sound), 1 reel.

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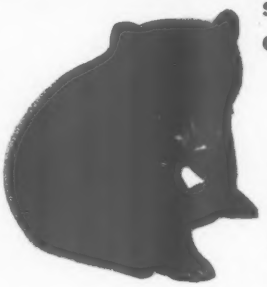

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A hundred miles east of Winnipeg, in the Lake of the Woods country, another Canadian National summer resort, Minaki Lodge, offers golf, fishing, swimming and boating.

Jasper Park Lodge, Jasper National Park

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